

# 1. INTRODUCTION





## A. INTRODUCTION

A sector plan for the Clarendon area was first approved by the County Board in 1984. The plan set forth guiding policies and urban design guidelines for future redevelopment in Clarendon. In the late 1980s, the County undertook another planning process together with community members to revisit the Clarendon Sector Plan, and a Clarendon Sector Plan Addendum was adopted by the County Board in 1990. The 1990 plan emphasized with more clarity urban design characteristics desired for future projects and set the course for several new implementation strategies, including new zoning tools. Between 1990 and 2005, 13 site plan and proffer projects were approved by the County Board. Around 2000, this surge of new development signaled to the County and the Clarendon community that it was time once again to revisit the long-term plans. Today, both the County and the community remain concerned with the quality of development and ensuring that the quality of life in and around Clarendon is monitored and remains at a high level into the future. Clarifying the vision and developing recommendations to advance these goals have been a major focus of the process to create the third sector plan for Clarendon.

This 2006 Clarendon Sector Plan supersedes both the 1984 and 1990 sector plans and is the principal implementation document for Clarendon. This plan supports the County's Comprehensive Plan, specifically the General Land Use Plan, Master

Transportation Plan, and the Public Spaces Master Plan and is intended to guide development in the Clarendon station area for the next 15 to 20 years. The plan provides a refined vision for the Clarendon area as an "urban village." Building on its historical commercial focus, this "urban village" concept is to be achieved through a high-quality public environment, with accessible and connected spaces, and a rich mix of uses that give a sense of place and distinctiveness to Clarendon. The policies and strategies in the plan build on concepts presented in previous County plans to concentrate a mix of uses around each Metro station with active ground-floor uses, quality open spaces, a balance of upper-story uses, and lower levels of density and height closer to surrounding neighborhoods.

Specifically, the 2006 Clarendon Sector Plan includes a series of Adopted Policies that originate from a unifying vision statement, planning goals, and concept plan elements. Together these key elements provide the guiding framework for future redevelopment in Clarendon.

## B. BACKGROUND

In the late 1960s, Arlington County embarked on a planning effort that continues today. The decision to locate the Metrorail Orange Line along Wilson Boulevard and Fairfax Drive, rather than along I-66, was a watershed event, dramatically increasing the County's influence on regional development patterns and setting the stage for remaking the entire corridor from Rosslyn to Ballston. In 1972, the County took the next logical step and prepared a report entitled RB '72: Rosslyn-Ballston Corridor Alternative Land Use Patterns, which described alternatives for the future of the Metro corridor.

Arlington would eventually explore alternatives to create more dynamic Metro station areas by guiding land use and density patterns toward mixed-use development to avoid creating places with solely office uses and very little activity during the evening and weekend hours. The County established five station areas, each within approximately one-quarter mile radius from the respective Metro station entrance, with broad goals of pedestrian accessibility, architectural quality, and a rich mix of uses for each area (See Figure 1.1). This led to the evolution of the original sector plans which contained more detail on the specific vision for each station area. The first Clarendon Sector Plan was adopted in 1984—a challenging project due to closely located low-density neighborhoods and the call for density and design sensitivity particularly near Clarendon's edges. Since

METRO STATION AREAS IN THE ROSSLYN-BALLSTON CORRIDOR

Figure 1.1





STUDY AREA MAP

Map 1.1



## C. STUDY AREA

1984, Clarendon's preservation and development has been guided by a series of interrelated County plans and policies. The General Land Use Plan and 1984 Sector Plan provided general guidance, while the 1990 Sector Plan Addendum and 1994 East Clarendon Special Coordinated Mixed-Use District Plan provided more detailed urban design, streetscape, and preservation recommendations. These documents, together with other County policies and plans addressing transportation, open space, historic preservation, public art, streetscape improvement, and retail development, provide a foundation for this new 2006 Clarendon Sector Plan.

Finally, a recent shift in market desire from office to residential development, along with the opening of the Market Common, provided a changed perspective on how plan guidance could be focused and refined to guide remaining development in Clarendon.

The Clarendon Sector Plan affects properties located within approximately ¼-mile radius of the Clarendon Metro station entrance; however, during the sector plan review process, much of the discussion and recommendations pertained to those areas between 13th Street North, North Kirkwood Road, 9th Street North, and North Danville Street. The properties within the area bordered by these streets are considered to be within Clarendon's core area (See Map 1.1). They are primarily designated as "Medium Density Mixed Use" on the General Land Use Plan and are commercially zoned ("C-3") or have been recently rezoned to another zoning category consistent with the General Land Use Plan (such as "C-R"). Other properties along the core area's edges abutting low-density residential areas have commercial or low-medium density residential uses and zoning (such as "C-2", "C-TH", and "RA-8-18"). While redevelopment is envisioned for properties closest to the Metro station, redevelopment is not specifically recommended for the surrounding low-density residential areas, as preservation of those areas has been a long-standing policy of the County. Five civic association boundaries overlay the Clarendon station area including: Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square. (See Map 1.2).

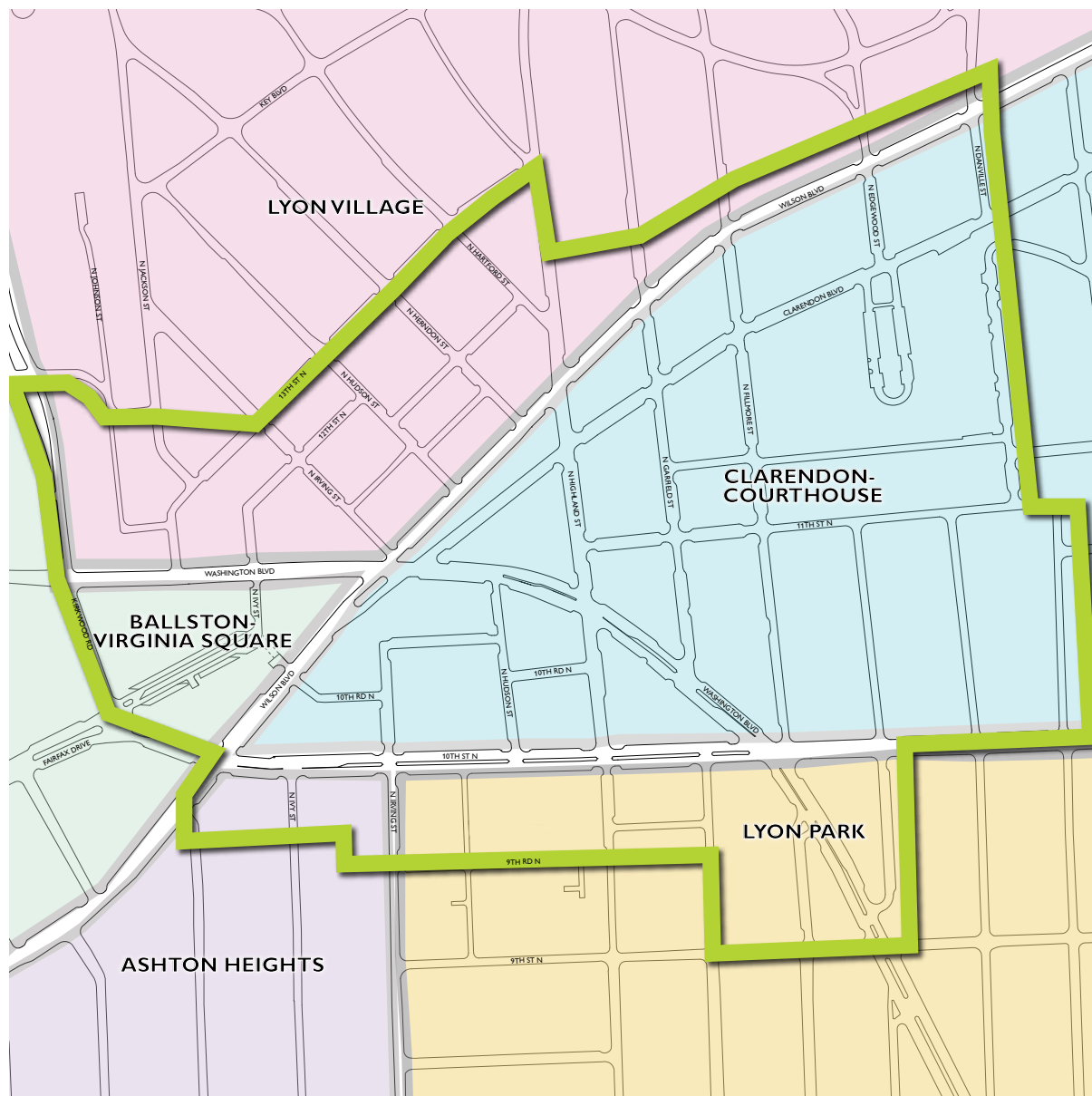
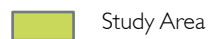
## D. COMMUNITY PROCESS

The County Board established a community task force to guide the work of staff and the consultant team. The Task Force was comprised of representatives from the immediate civic associations (Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights, and Ballston-Virginia Square); businesses; commercial property owners and developers; the Planning, Transportation, Housing, and Park & Recreation Commissions; Historical Affairs and Landmark Review Board; Pedestrian Advisory Committee; and the Clarendon Alliance.

During the sector plan review process, a series of steps were undertaken including: 1) a review of existing conditions and issues; 2) visioning sessions including design charrettes with the larger community; 3) development of alternatives and assessments; and 4) development of draft plans for community review. The County Board participated periodically in this process and provided guidance to assist in the refinement of recommendations. In February 2006, the County Board adopted 32 policy directives which are included herein as key Policies for redevelopment in Clarendon.

## CIVIC ASSOCIATION BOUNDARIES

Map 1.2



## E. ABOUT THIS DOCUMENT

The Clarendon Sector Plan is a guiding document for future development in Clarendon, but is not a regulatory plan. Rather, the Zoning Ordinance is the regulating document. The sector plan is designed for and should be used by diverse stakeholders. For the community, it provides a refined vision for development, details numerous proposals for the improvement of streets and public spaces and offers clear direction regarding private sector development. For developers, architects, and engineers, the sector plan describes both quantitative and qualitative urban design guidelines for development, proposed incentives to help achieve the vision, goals, and concept plan elements, and Policies with which individual projects will be evaluated. For staff and public officials, this document will provide future direction on:

- Amendments to the General Land Use Plan, Master Transportation Plan, and Zoning Ordinance to accomplish the plan's goals and recommendations;
- Evaluation of and decision-making regarding the merits of private development proposals;
- Investments in the continued improvement of public streets and spaces;
- Decisions regarding the future acquisition, use and disposition of publicly-owned properties; and
- Initiatives and programs to encourage walking, bicycling and transit use as alternatives to driving, support the retention and growth of small, local, and independent businesses, and promote the efficient use of parking resources

The 2006 Clarendon Sector Plan is comprised of both macro and micro levels of detail, ranging from the vision for Clarendon, to specific Policies adopted by the County Board on key elements, to urban design guidelines that will provide additional guidance for future redevelopment projects. The vision, concept plan framework, and Policies are included in Chapter 2. Urban design guidelines describing details for elements such as building mass and composition, frontage types, and streetscapes are outlined in Chapter 3. An implementation matrix, in Chapter 4, lists strategies and/or actions that should be taken in the future to implement the Policies coupled with the lead responsible agency for implementation, timing, and funding sources.

## 2. THE CLARENDON PLAN







## A. VISION STATEMENT

After an extensive process to review prior plans and develop an updated sector plan, many of the touchstones from the past are revisited. Creating an urban village in Clarendon, with characteristics such as medium density mixed-use development, tapering up of building heights from surrounding residential areas, and the preservation of older commercial structures, is still a desired concept for Clarendon's future. This new sector plan, however, sets forth additional guidance on other urban village attributes, such as new information regarding the transportation network, particularly improvements to the pedestrian environment, and public open spaces.

Although this plan is rooted in earlier policies, it is important to emphasize a new set of Policies adopted by the County Board for Clarendon— policies related to Density, Receiving Sites, Use Mix, Building Preservation, Building Heights, Tapers, Step-Backs, Open Spaces, and Transportation. These Policies, together with urban design guidelines, are intended to advance the Clarendon community's vision statement.

The following vision statement was written by the Task Force and serves as a guiding statement for the sector plan's goals, concept plan elements, adopted Policies, and urban design guidelines (see next page). The statement paints a picture of and defines Clarendon's "urban village" as a place where walking is the travel mode of choice; diversity of use is nurtured; public spaces are beautiful, safe, and accessible; surrounding neighborhoods are conserved; and new and old buildings comfortably coexist and reinforce Clarendon's position as one of the region's best places for living, working, playing, and visiting.

This vision statement complements and reinforces the County's overall vision statement:

*Arlington will be a world-class urban community with secure, attractive residential and commercial neighborhoods where people unite to form a caring, learning, participating, sustainable community in which each person is important.*

### ***Task Force Vision Statement for Clarendon:***

*In Clarendon's urban village, people of all income levels, ages and household make-ups can walk to home, work, shop, and play. Clarendon's superior physical environment also attracts tourists, shoppers and other visitors, who are encouraged to leave their cars or arrive by Metro or bicycle. From the street level walkability and well-designed buildings, to the character and charm of its public art, community events and well-defined public open space, people see Clarendon as a destination. Clarendon's older buildings provide a sense of continuity and honor the time when Clarendon was Arlington's first downtown. The integrity of surrounding low-density residential neighborhoods is protected and higher density development tapers up from neighborhoods toward Clarendon's core. Residents, visitors and workers can walk in safety and comfort regardless of the time of day.*

## B. GOALS

From the vision statement, three overarching goals set the tone for Clarendon's future and address the essential interrelatedness of individual Policies, programs, recommendations, and investments presented in this document or other County planning documents.

**A Quality Public Realm.** Focus on improving the quality of the public realm by creating and maintaining a network of walkable streets; safe street crossings; attractive, accessible public spaces; and a mix of new and old buildings whose form and design contribute to an attractive street environment, respect Clarendon's architectural heritage, and conserve the integrity of surrounding neighborhoods.

**Accessible & Connected Places.** Balance demands on transportation infrastructure by encouraging a dynamic mix of uses; improving conditions for pedestrians and cyclists, including those with visual and mobility impairments; and encouraging the efficient use of transit and parking resources.

**A Rich Mix of Uses.** Maintain a critical mass and broad mix of mutually supportive uses ranging from a variety of housing choices to retail and restaurant offerings to multiple employment options, including a diverse office market.

## C. CONCEPT PLAN FRAMEWORK

The Concept Plan Framework generally describes elements applicable to most properties in the Clarendon station area. This conceptual framework lays the foundation for redevelopment to achieve the overall vision for Clarendon. The Illustrative Plan (Map 2.1) shows a potential future for Clarendon consistent with the Adopted Policies. The Illustrative Plan indicates the conceptual locations and forms of buildings, public spaces, street curb lines, and street trees. Both the plan view and colored illustrations show concepts discussed in greater detail in the next section. Depending on site configurations and property consolidation, these illustrative drawings may represent just one way properties could be developed following the recommendations set forth in this plan.

### C.1 Clarendon-Wide Plan Elements






**Centralized Area of Medium Density Mixed-Use Development.** The Plan builds on recommendations in earlier plans which encourage medium-density mixed-use development in close proximity to the Clarendon Metro Station and maintaining lower-density development close to the surrounding low density residential neighborhoods. The intent is to provide a balance of residential, retail, and office uses to achieve continuous activity in the area both during the day and evening hours. Mixed-use development is recommended for most areas. A specific mix of uses are recommended on blocks closest to the Metro station entrance, with an emphasis on a certain

percentage of office development to achieve a viable office market.

**Improved Housing Diversity.** To achieve the "urban village" concept and obtain a range of housing unit types, price ranges, and ownership opportunities, the County will apply the adopted County's Goals and Targets for Affordable Housing and Affordable Housing Ordinance recommendations to all future site plan redevelopment projects. Use of the affordable housing bonus density provisions in the Arlington County Zoning Ordinance is permitted and encouraged to bolster the affordable housing supply. In addition to private redevelopment projects, other opportunities to gain affordable housing exist through the possible redevelopment of current County-owned property. The Clarendon Metro station area has several County properties including Fire Station #4 and a human services facility, both located on 10th Street North. If the County pursues the redevelopment of these properties, it could sponsor or collaborate with private or non-profit developers to develop public facilities coupled with affordable housing. Lastly, the surrounding neighborhoods currently offer some housing at below-market rate rents. Approximately 500 units are available at below-market rates in the station area and just beyond, closer to Lee Highway and Arlington Boulevard. Of these approximately 500 units, 14 are committed affordable housing units. Retention of these 500 below-market rate units is desired.

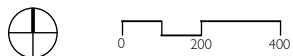
## ILLUSTRATIVE PLAN

Map 2.1

-  Existing Buildings
-  Approved Buildings (not yet built)
-  Potential Buildings
-  Public Space
-  Flexible Fairfax Drive Multi-use Area

*Note: The illustrative plans and concept sketches on this and the following pages are designed to show desired building placements, street locations, streetspace allocations, intersection configurations, crosswalk locations, open spaces, and potential design character of buildings and public spaces consistent with sector plan recommendations. The exact location, scale and design character of public and private improvements may differ from the illustrative plans and concept sketches.*

*An illustrative plan is a plan that portrays one example of how to implement the sector plan. The illustrative plan is not intended as a de facto design project, but rather to propose one alternative method of development consistent with the urban design guidelines provided in this document. The illustrative plan provides a sense of urban design, building type and mass, and the relationship between buildings and open spaces that are described in the sector plan. Architectural compatibility and continuity, access, and connectivity are considered while creating this type of plan. Interpretations of the design guidelines should be fully explored and developed with consensus through a public process to achieve a quality, pedestrian-friendly, energetic place surrounding the Clarendon Metro station. Designers, builders, advisory commissions, and clients will inevitably shape the illustrative plan through their decisions during the development review process.*





**Building Preservation.** In recognition of Clarendon's special qualities, including the concentration of commercial buildings with historic character; a renewed commitment to the preservation of older and historic buildings, frontages, and facades is recommended in conjunction with new infill development. Mechanisms to preserve a series of contributing structures have been modified from earlier plans to emphasize the importance of the older buildings to the future of Clarendon.

**Building Height Limits.** Building heights are considered a critical element by the Clarendon community. Therefore, maximum building heights are established for all areas of Clarendon. The Plan continues to recommend that the station area's tallest buildings be clustered near the Metro entrance and the Olmsted Building. Also consistent with prior policies, the heights should taper up from the station area's edges to ensure sensitive transitions to adjacent low-density residential areas. In addition, several changes from prior policies have been made, including: 1) establishing both a maximum building height (feet) and a maximum number of floors that limit the intensity of land use, in addition to the floor area ratio limitations; 2) allowance for the maximum number of floors to be exceeded in exchange for extraordinary community benefits; 3) allowance for the maximum building height to be adjusted in three identified areas in exchange for extraordinary community benefits

(See Map 2.7) ; and 4) establishing heights and step-backs for new buildings that respect adjacent structures recommended for preservation.

**Diverse Retail Focus.** The Clarendon area offers a distinctive niche in Arlington County by providing a substantial and varied mix of retail and restaurant establishments, including spaces to retain a mix of locally-owned or independently-owned and operated shops and restaurants – a distinguishing characteristic of Clarendon. The Plan encourages the preservation and revitalization of neighborhood retail areas that serve everyday shopping and service needs.

**Network of Open Spaces Connected by Improved Streetscapes.** This plan seeks to improve the quality of the public realm by creating and maintaining a network of walkable streets, safe street crossings, and attractive and accessible public spaces that contribute to an active street environment. In several locations, redesigned right-of-way will create new open spaces that provide additional transition areas between higher and lower density areas and places for the community to gather and recreate. Other areas, such as Clarendon's West End and County-owned property, are places where new open spaces can be created to serve not only Clarendon's growing population, but also the Rosslyn-Ballston Corridor and adjacent neighborhoods. Additionally, streetscapes are a key element of the Rosslyn-Ballston

Corridor's public space system. Providing sufficient walking space, shade trees, and pedestrian lighting, in addition to active, well-lit and signed storefronts, live/work, or residential uses, is important to the success of Clarendon and the enhancement of connections to other station areas.

**Narrower Streets and Intersections.** Safely narrowing travel lanes to accommodate shorter pedestrian crossings, bike lanes, more on-street parking and wider sidewalks is recommended for the "Clarendon Circle" (the Washington-Wilson-Clarendon intersection), and many other streets throughout Clarendon. Such steps are critical to advancing the pedestrian-orientation of the transit corridor and encouraging people to leave their cars at home or at least in one location by parking once to reach multiple destinations in Clarendon. Allocating space to short-term, on-street parking, will support the retail and restaurant establishments in Clarendon and buffer pedestrians from adjacent vehicular traffic.

**New Mid-Block Streets to Provide Additional Vehicular and Pedestrian Circulation.** The Plan proposes several new streets to encourage development in smaller blocks, improve accessibility, support local circulation, and ease the burden on the arterial network. These new streets are preferred locations for service and parking access points, allowing for improved building and site design along

primary streets with fewer driveways, fewer conflicts between pedestrians and motorists, and continuous building walls behind sidewalks. New tertiary streets, primarily achieved through private redevelopment projects, are proposed to extend 12th Street North, 10th Road North, and North Ivy Street.

## C.2 Area-Specific Plan Elements

**Central Clarendon (Figures 2.1-2.4).** Wilson Boulevard between Washington Boulevard and Highland Street served for the past 50 years as one of Arlington's most popular destinations for retail and entertainment. The Clarendon Sector Plan proposes that the heart of Clarendon be repositioned with revitalized and new buildings, sidewalk cafes, and thriving businesses surrounding Central Park. The Plan proposes that Central Park remain a central urban park with space allocated for formal and informal gatherings. Expansion of the park to the west is proposed to help bridge the perceived divide between the east and west ends of Clarendon. Also, orienting retail to Wilson Boulevard will re-energize this area. Retail uses along "Festival Street" (now referred to as 12th Street North) are no longer recommended. Continuing a mid-block street (12th Street) through the blocks north of Wilson Boulevard will divide the blocks to provide additional circulation routes for pedestrians and motorists; create locations for service and parking entrances away from primary

pedestrian corridors; and present opportunities for diverse architecture and building scale.

A niche office district is also envisioned for Clarendon. As proposed, this district will be supported by a combination of traditional office buildings clustered near the Metro station and smaller increments of office projects scattered throughout Clarendon's core. To sustain a viable business district with at least 1.5 million square feet of office, a minimum percentage of office use is proposed for several sites.

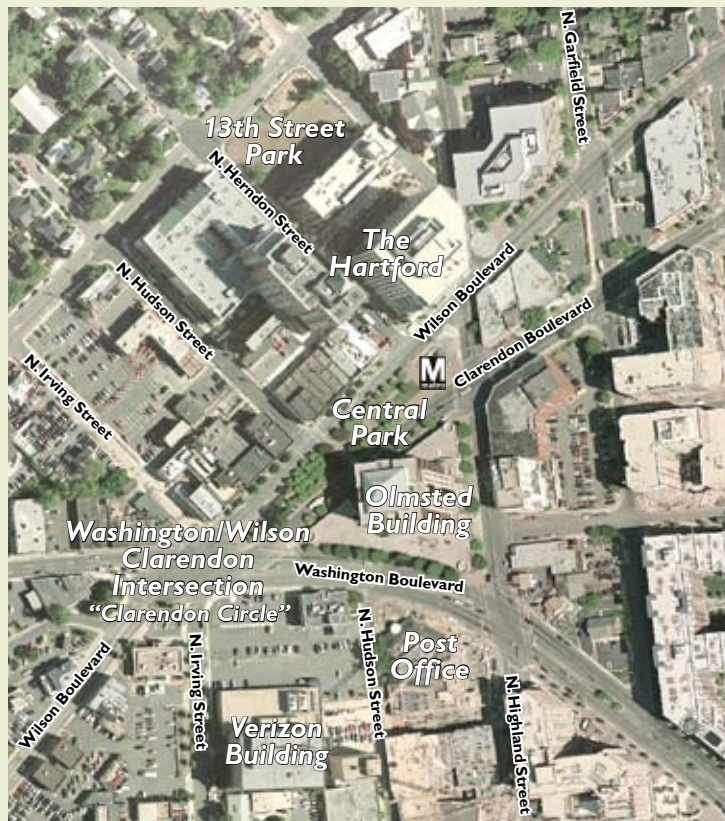
The Warren G. Stambaugh building at 3033 Wilson Boulevard is one of Clarendon's early office buildings. The County's Department of Human Services currently occupies the building, providing services to Arlington residents. Its proximity to the Clarendon Metro station and bus stop locations, as well as parking facilities, provides convenient access for the customers who frequent the building. Additionally, the parking facility is used by many retail and restaurant patrons, as free parking is available for the public during weekday evening hours and on weekends. This parking resource for the public is now augmented by other, recently built, private parking facilities in Clarendon; however, fees are typically charged by those facilities. At this time, there are no plans or recommendations to relocate these County offices. The County should continue to evaluate ownership possibilities for the Stambaugh Building

in the future and seek additional retail activity or a kiosk in the plaza space facing Wilson Boulevard. If redevelopment of this site were to occur during the life of this sector plan, a continuation of office uses in this location is envisioned.

**13th Street Corridor (Figures 2.5-2.6).** The south edge of 13th Street should reflect a residential character between North Ivy and North Hartford Streets to provide a compatible edge between Clarendon's core and the adjacent low-density residential areas of Lyon Village. Mixed-use and commercial development is recommended closer to Wilson Boulevard. From the 13th Street edge of Clarendon, building heights and densities should taper up to the south into the heart of Clarendon. Narrowing travel lanes along 13th Street will afford additional space for streetscapes or extended landscaped areas along both the north and south edges. Two urban parks will abut 13th Street: one existing (13th & Herndon Park) and one proposed park for the corner of 13th Street and Washington Boulevard.

## CENTRAL CLARENDON EXISTING CONDITIONS

Figure 2.1



Aerial Image: Spring 2006



Central Park



12th Street



Rees Building and Recent Infill Projects

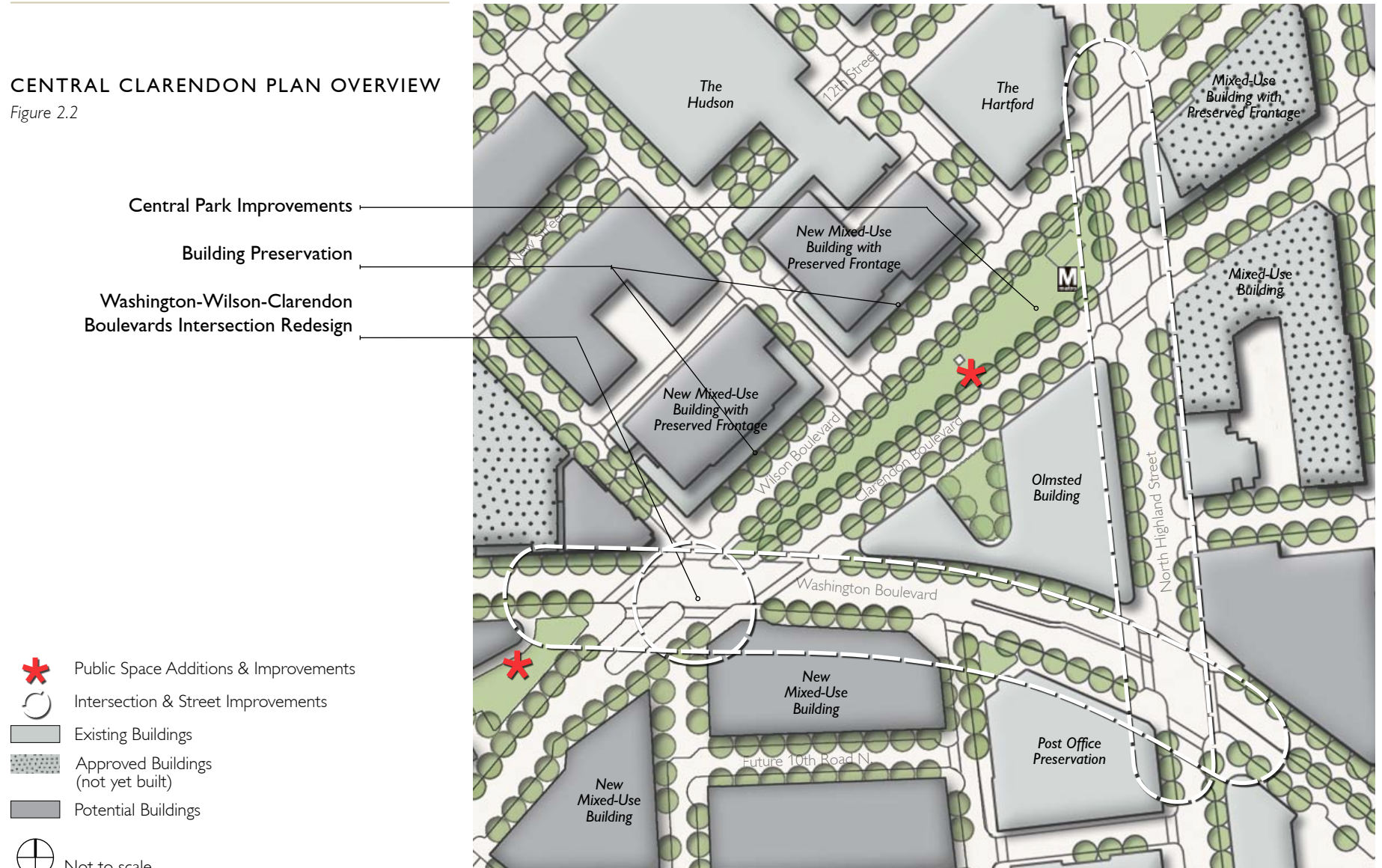


Wilson Boulevard Streetscape



## CENTRAL CLARENDON PLAN OVERVIEW

Figure 2.2





CONCEPT SKETCH: CENTRAL CLARENDON (LOOKING WEST TO CENTRAL PARK & THE WEST END)

Figure 2.3





CONCEPT SKETCH: CENTRAL CLARENDON (LOOKING NORTHEAST TO N. HUDSON ST. FROM CENTRAL PARK)

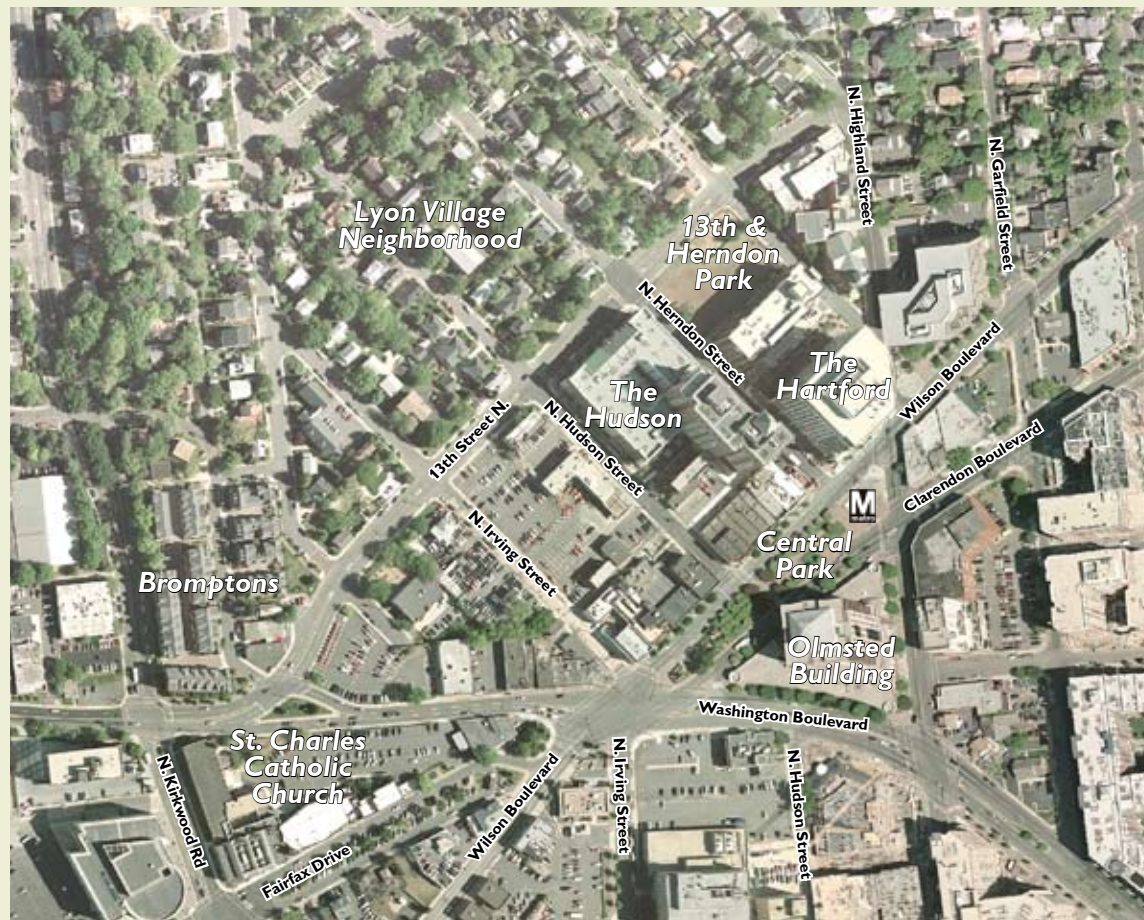
Figure 2.4





## 13TH STREET CORRIDOR EXISTING CONDITIONS

Figure 2.5



Aerial Image: Spring 2006



13th Street Looking East



13th Street and Washington Boulevard



## Figure 2.6



**Washington Boulevard Corridor (Figures 2.7-2.8).**

The Washington-Wilson-Clarendon intersection serves as a hub for Clarendon's street network and influences the urban form of the surrounding area. Modifications to the intersection are recommended to greatly improve the core area of Clarendon for vehicles and pedestrians alike, as well as provide a much-needed reconnection of the building form across Washington Boulevard. The County Board unanimously voted to eliminate the prior proposal for an underpass design as well as other possible roundabout designs from consideration. The Plan's recommended changes would improve pedestrian safety by narrowing vehicular travel lanes and reducing pedestrian crossing distances. Building edges surrounding this intersection would anchor the west end of Clarendon and would provide space for eateries with outdoor café seating overlooking new and improved public open spaces.

**West End (Figures 2.9-2.12).** As an important area linking the Virginia Square Metro station area and George Mason University with Clarendon, a combination of redevelopment and public spaces is recommended for Clarendon's western end. Fairfax Drive's limited vehicular access from the east and its surface parking should be changed to allow greater pedestrian circulation and to create a more interesting connection to the Central Clarendon area. The vision for Fairfax Drive includes a dynamic, flexible, pedestrian-oriented space designed as a curb-free environment, where areas for pedestrian and vehicular use are delineated by colors and materials, trees, lights, bollards, and other landscape elements. The design should easily accommodate multiple-uses at various times of the week, season, and year. Other improvements in this area include enlarging the existing open space at the eastern end of Fairfax Drive, adapting historic structures to include pedestrian-activating retail/restaurants, and accenting this area with a public market. Such steps could invigorate this edge of Clarendon over the next 20 years and enhance the east-west pedestrian connectivity. The St. Charles Church and Virginia

Power Substation uses are anticipated to remain in this area for the foreseeable future. If changes are proposed for these sites, it will be important to seize the opportunity to enhance the public space zones envisioned for this area.

Improving Washington Boulevard west of Wilson Boulevard from a 3-lane section to a 4-lane section will provide for the enhancement of streetscapes and improve vehicular and pedestrian movements and safety in the area. The improvements, requiring the removal of the former Petco building along the roadway's south edge, would include upgraded sidewalks with planting strips and 6'-12' clear walkways. This work will be coordinated with the proposed redesign of the Washington-Wilson-Clarendon intersection and proposed intersection improvements for Washington Boulevard and 13th Street. These street improvements will provide the additional benefit of a newly created urban park abutting the Lyon Village area at the northwestern edge of the proposed Washington Boulevard and 13th Street intersection.



## WASHINGTON BOULEVARD CORRIDOR EXISTING CONDITIONS

Figure 2.7



Aerial Image: Spring 2006



Washington Boulevard Looking West



Washington Boulevard Looking East



Clarendon Post Office

## WASHINGTON BOULEVARD CORRIDOR PLAN OVERVIEW

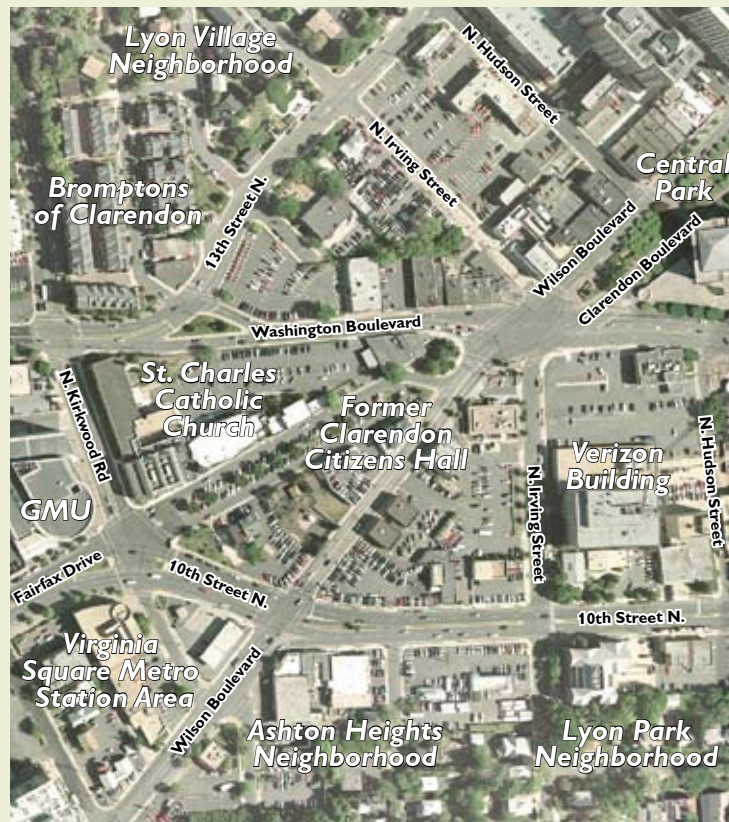
Figure 2.8





## WEST END EXISTING CONDITIONS

Figure 2.9



Aerial Image: Spring 2006



Former Clarendon Citizens Hall (now Murky Coffee)



Existing Retail





## WEST END PLAN OVERVIEW

Figure 2.10





CONCEPT SKETCH: WEST END PLAZA (LOOKING WEST)

Figure 2.11





**CONCEPT SKETCH: FAIRFAX DRIVE (LOOKING EAST)**

*Figure 2.12*





**East End (Figures 2.13-2.15).** Clarendon, east of North Garfield Street has experienced a tremendous amount of change in the past five years. With the opening of the Clarendon Market Common retail and residential project and the completion of several other projects, a large influx of people both day and evening are coming to visit and live in Clarendon. And while much is likely predetermined due to these recent redevelopment projects, several areas have less certain futures, including the edges of Wilson Boulevard east of North Garfield Street and the Whole Foods and Clarendon Education Building sites. Major redevelopment is not immediately envisioned in these areas, however, opportunities for change could arise in the next 15 to 20 years. An enhanced pedestrian experience and lower scale development is envisioned for Clarendon's eastern end. Maintaining active, interesting streetscapes along Wilson and Clarendon Boulevards in Clarendon's eastern end is important to encourage pedestrian travel between the Courthouse and Clarendon station areas. The surrounding low-scale residential areas are particularly close to Wilson and Clarendon Boulevards, reaffirming the importance of maintaining a compatible scale of development.

Additional neighborhood retail uses such as pharmacies, white tablecloth restaurants, wine/gourmet shops, novelty, and hardware shops are envisioned and would complement a major grocery

store, such as Whole Foods, in this area. These uses would benefit the growing residential base and help link the Clarendon and Courthouse station areas. Consistent with the preservation incentives, small infill development could occur on a few sites (such as the Thurgood Marshall school site and the NTB parking lot) providing space for the aforementioned type of neighborhood-oriented retail uses in a scale sensitive to adjacent residential areas. Additionally, any unused density on those blocks due to height restrictions and preservation incentives could be transferred to other parts of Clarendon including the Whole Foods and Clarendon Education Building blocks.

Both the Whole Foods and the Clarendon Education Center blocks are combined in one site plan project, the Market Common (Phase 1). A limited amount of residual density is available under the approved site plan, approximately 30,000 square feet. Any redevelopment on either of these blocks could accommodate the available site plan density or density shifted from other sites in Clarendon. Density shifted to this area would occur in exchange for the preservation of structures in another location or for other extraordinary community benefits such as the creation of open space or affordable housing. It is preferred that the current grocery store use be retained in the eastern end of Clarendon. The current store, however, has several deficiencies in building form and orientation. If redevelopment

of any scale is undertaken for the Whole Foods block, moving parking underground and placing buildings behind streetscapes with interesting and activating storefronts is preferred. If redevelopment is undertaken for the Clarendon Education Center block, adding ground-floor retail with multiple building entrances and widening walkways along Edgewood Street and Wilson Boulevard is preferred.

## EAST END EXISTING CONDITIONS

Figure 2.13



Aerial Image: Spring 2006



Wilson Boulevard Streetscape



Wilson Boulevard Streetscape



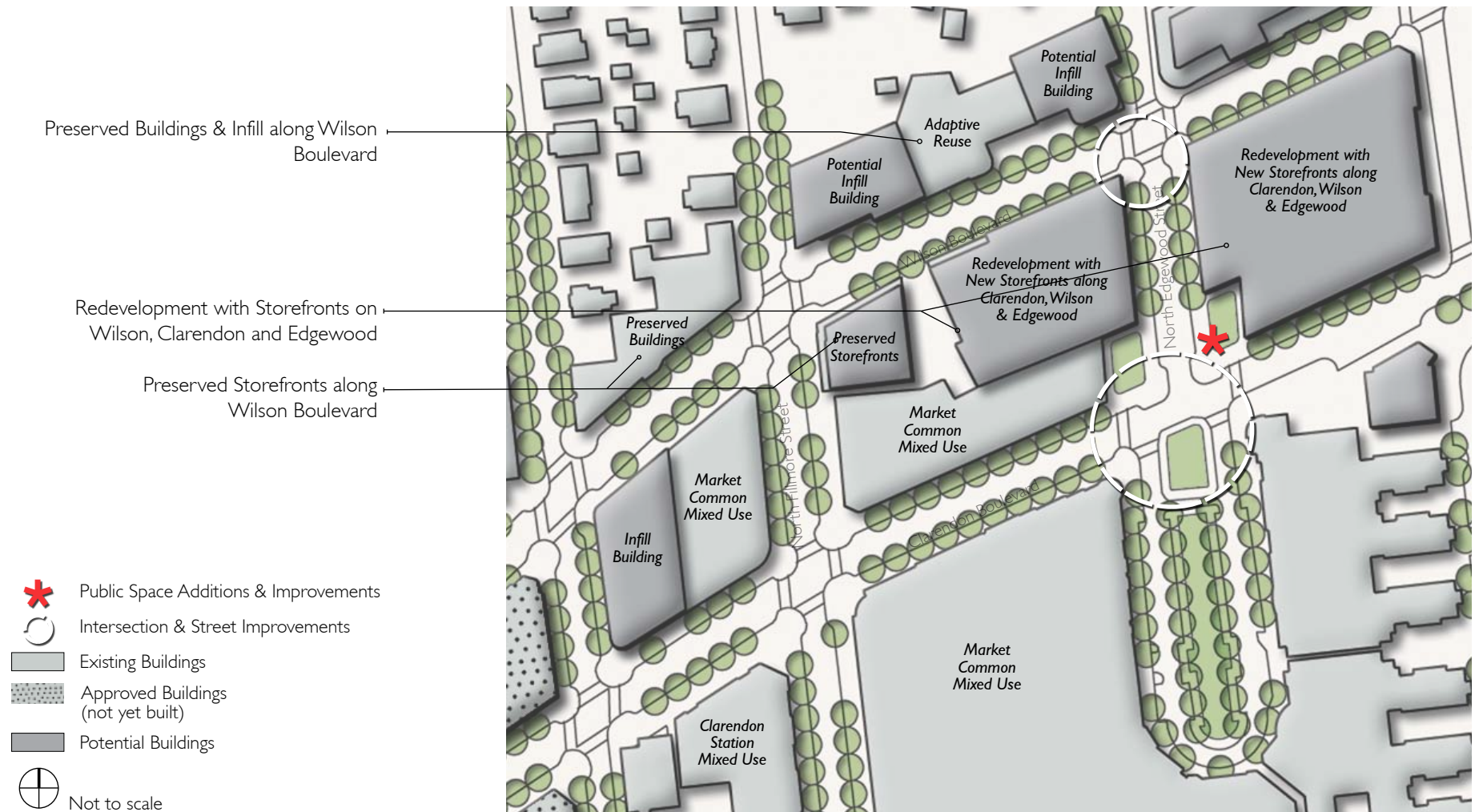
Whole Foods



Market Common

## EAST END PLAN OVERVIEW

Figure 2.14





CONCEPT SKETCH: EAST END (LOOKING EAST FROM NORTH FILLMORE STREET)

Figure 2.15



**10th Street Corridor (Figures 2.16-2.18).** Several properties in Clarendon are owned by the County to support a variety of County services. Arlington's Fire Station #4 and the Department of Human Services Clubhouse are located along 10th Street North. These aging facilities present opportunities for the County to upgrade buildings and create open space through redevelopment activities. Preferences were expressed during the planning process for the creation of new open spaces that would serve the growing Clarendon population. Although it is not certain at this time whether the existing public facilities will remain in this location, redevelopment could accommodate a relocated fire station or clubhouse in order to facilitate a new urban park in this area. A smaller open space could be initiated as a first phase along the 10th Street frontage. Expanding the space to a larger, rectangular-shaped park would likely have to occur over time as the adjacent Verizon switching facility may not be relocated in the near future. It is expected that any remaining density associated with the County properties would be recaptured elsewhere in Clarendon in order to create this proposed park. As redevelopment projects are

proposed, discussions with developers would address the potential to relocate public facilities and create a new urban park in this part of Clarendon.

South of 10th Street, the Sullivan House Shelter will likely require building upgrades in the future, although further analysis would be necessary.



## 10TH STREET CORRIDOR EXISTING CONDITIONS

Figure 2.16



Aerial Image: Spring 2006



10th Street Looking West



County and Verizon Properties



Existing Service Retail



## 10TH STREET CORRIDOR PLAN OVERVIEW

Figure 2.17



Not to scale

**CONCEPT SKETCH: 10TH STREET (LOOKING WEST FROM N. HUDSON STREET)**

*Figure 2.18*





## D. ADOPTED POLICIES

In order to implement the vision statement, goals and conceptual elements, the County Board approved a series of 32 Policy Directives in February 2006 that provide guidance for all future development or redevelopment in Clarendon. These Adopted Policies (shown on the following pages in shaded boxes) - related to Density; Use Mix; Building Form including Preservation, Building Heights, Tapers, and Step-backs; Open Spaces; Transportation and Parking- are the Plan's major recommendations, in addition to consensus recommendations of the Task Force. Together with additional urban design guidelines, these recommendations represent the new guiding elements for the Clarendon Metro station area.

For reference purposes, Map 2.2 assigns numbers for each block in Clarendon. These numbers are used periodically in the Plan when specific Policies or recommendations are made.

### D.1 Density

#### *Adopted Policies for Density*

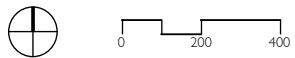
1. Eliminate the additional 1.0 FAR incentive for residential uses in areas designated "Medium Density Mixed-Use" and zoned "C-3" and "C-R".
2. Establish maximum density levels for all blocks in the Clarendon Sector Plan area.
3. Allow for optional increases in density, at the County Board's discretion, on any site in the Clarendon station area in return for extraordinary community benefits including but not limited to building preservation, affordable housing, green building design (LEED), and/or public open space. The increased density may not result in a modification of the maximum building height unless otherwise noted in Adopted Policies 5-7.
4. Affirm that Site Plan projects in Clarendon will be subject to the provisions of the Affordable Housing Ordinance, including those related to density above the General Land Use Plan.

Recommendations for land use in the Clarendon station area are designed to advance the community's vision of a lively "urban village"; a place where people can walk to home, work, and shopping destinations, or for recreational and health purposes; and a destination offering a wide range of activities, amenities and services to residents and visitors. The set of Adopted Policies for Density builds on concepts presented in previous plans for Clarendon and other County policies for the Rosslyn-Ballston Corridor such as concentrating a mix of uses around each Metro station with lower density and height levels closer to surrounding neighborhoods and medium-density mixed-use development closer to Clarendon's Metro station supported with active ground-floor uses, a balance of upper-story uses, and quality open spaces.

In the past, the County provided incentives for residential uses at a time when the market was favoring office uses. Since that time, the County Board has approved mostly residential projects. Now that Clarendon has achieved a critical mass of residential uses, a sustainable market for residential use should continue to exist and incentives for residential use are no longer necessary. Therefore, properties designated "Medium Density Mixed-Use" on the General Land Use Plan will have a maximum density of 3.0 FAR. For all site plan projects, building form guidelines pertaining to elements such as building height, tapering, and step-backs should be followed.



Map 2.2



## MAXIMUM DENSITY

Map 2.3

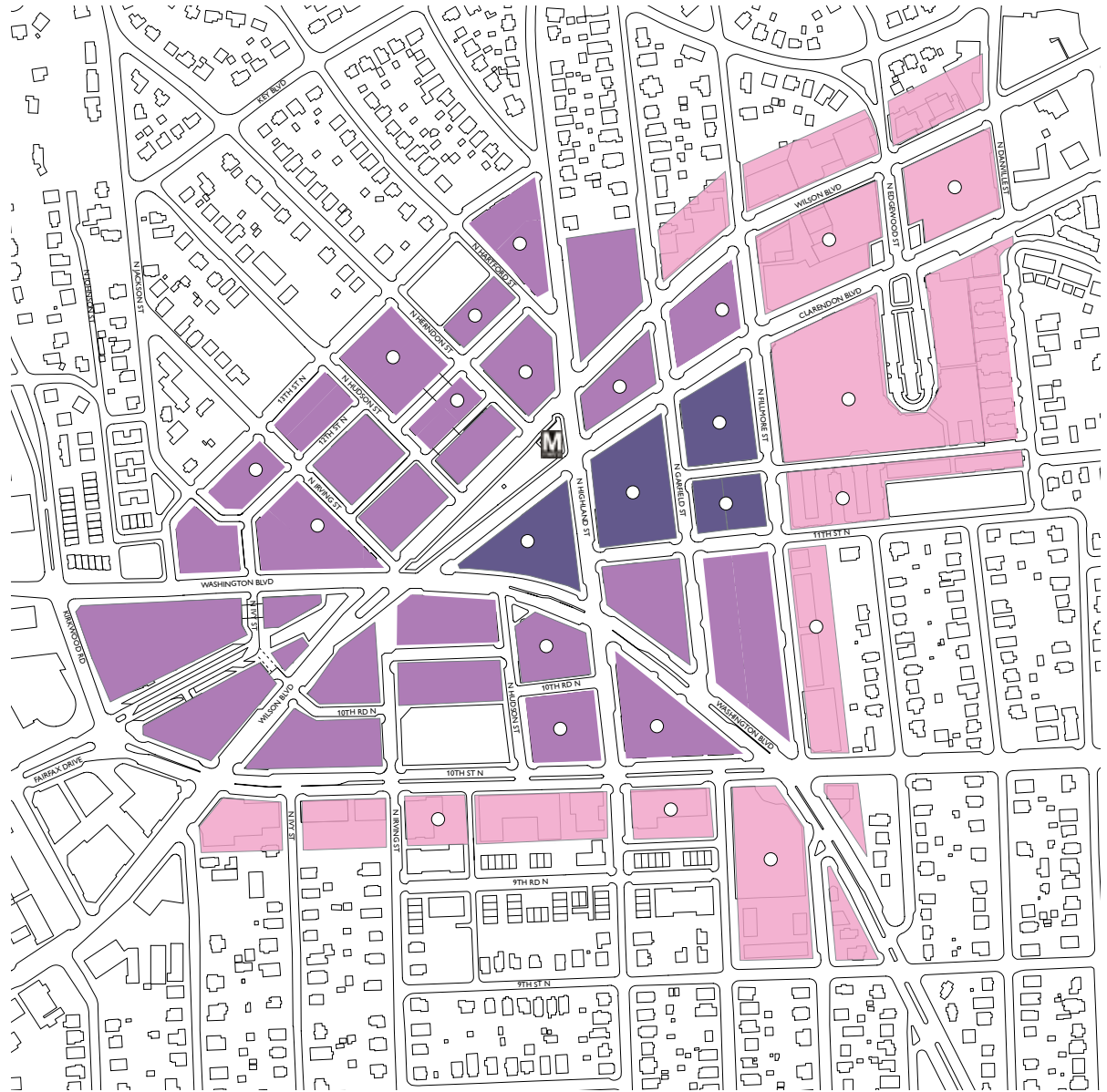
Up to 3.8 FAR\*

Up to 3.0 FAR\*

Up to 1.5 FAR\*

\*The County Board may consider additional density for certain community benefits.

○ Density controlled under development projects approved by the County Board. Approved density may be greater than that indicated on the map.





In addition, all projects should comply with the Use Mix Adopted Policies described herein, including the locations for retail uses as well as the County's Affordable Housing Ordinance. Where new streets are specified, implementation of those streets should be provided. If site plan projects include structures specified for preservation, preservation measures should be incorporated.

The highest densities are permitted between 10th Street North, 13th Street North, North Fillmore Street, and North Kirkwood Road – the core commercial area of Clarendon. This area is generally consistent with the areas designated "Medium Density Mixed-Use" on the General Land Use Plan. At the edges of Clarendon, such as the north edge of Wilson Boulevard east of North Garfield Street and the south edge of 10th Street, mixed-use development is encouraged at lower densities. (See Map 2.3).

## D.2 Receiving Sites

To encourage the provision of several key community benefits for Clarendon—affordable housing, building preservation, open space, and green building technology—in certain locations, the maximum density (floor area ratio) described in D.1. may be exceeded through optional increases in density. Sites that may be approved with additional density are herein considered as "receiving sites". Three distinctive categories of "receiving sites" are identified:

### *Adopted Policies for Receiving Sites*





5. The County Board may consider increasing the maximum density level as described in Policy #3; however, the maximum building height (see Map 2.7) may not be exceeded except for three sites as noted in Policy #6. Such increases will not be allowed to modify projects approved before February 28, 2006.
6. On Blocks 22 (Washington Blvd. frontage only), 30, and 33, the County Board may consider increasing the maximum building height as well as the maximum density level in return for the provision of extraordinary community benefits.
7. On Blocks 35 and 36, the County Board may consider permitting the transfer of density from other areas or sites in Clarendon to these blocks in return for community benefits. Such density would be permitted only within the height limits as shown on the Maximum Heights Map.

**Additional Density.** For any area within the "Clarendon Revitalization District", additional density may be approved by the County Board in exchange for extraordinary community benefits. Additional floors above the maximum number of floors described in the Adopted Height Policies may be permitted; however, the total maximum height limit (in feet) can not be exceeded.

**Additional Height.** Three specific sites, Blocks 22 (Washington Boulevard frontage only), 30, and 33, have been identified as areas where increasing the maximum number of floors and maximum building

## RECEIVING SITES

Map 2.4

-  Additional Density above GLUP may be approved by County Board; Maximum Building Height may not be exceeded
-  Additional Height above Maximum Building Height and Additional Density above GLUP may be approved by County Board
-  Additional Density above Existing Approved Site Plan Density may be approved by County Board; Maximum Building Height may not be exceeded
-  Density controlled under development projects approved by the County Board





height could be considered by the County Board in return for extraordinary community benefits. These areas are located within close proximity to the Metro station entrance and are farther away from surrounding low-density residential areas, making them viable candidates for additional height.

**Additional Density above Existing Site Plan Density Levels.** Blocks 35 and 36 have been identified as possible areas where additional density beyond the approved site plan density could be accommodated through the transfer of density. To improve the form of future development and to accommodate optional increases in density in return for extraordinary community benefits, the County Board may consider exceeding the previously approved densities allowed for these blocks. Maximum height limits as described in the Height Adopted Policies would still apply and would not be increased to accommodate optional increases in density. On other blocks with approved site plans, additional density is not anticipated.

Even when additional density is granted because of community benefits and/or transfer from other blocks, the building form parameters, particularly building heights and good land use and zoning principles, will continue to control the achievable amount of density.

### D.3 Use Mix

Advancing the “urban village” concept in Clarendon requires having a mix of uses including residential, office, retail, hotel, and recreation/entertainment. Specific uses for several areas of Clarendon are recommended to maintain a reasonable balance among upper-story uses which will generate longer hours of street-level activity, pedestrians along sidewalks, support for retail establishments, and opportunities for new shared parking resources.

Upper-story, mixed-use development is generally preferred in Clarendon although several areas

#### *Adopted Policies for Use Mix*

8. Establish recommended land uses for the Clarendon Metro Station area as shown on Map 2.5. Ten areas will be designated Prime Office sites where a minimum amount of commercial uses (60%) will be expected in the site’s base density.
9. Only residential uses should be considered along the south edge of 13th Street (Blocks 9, 11, 13 and 14) where development is adjacent to single-family residential uses and fronts on a secondary street.
10. A minimum of 20% commercial use should be retained on Blocks 8 and 10 in an effort to facilitate the preservation of the existing historic commercial character.
11. Designate specific areas for ground-floor retail as shown on Map 2.5.

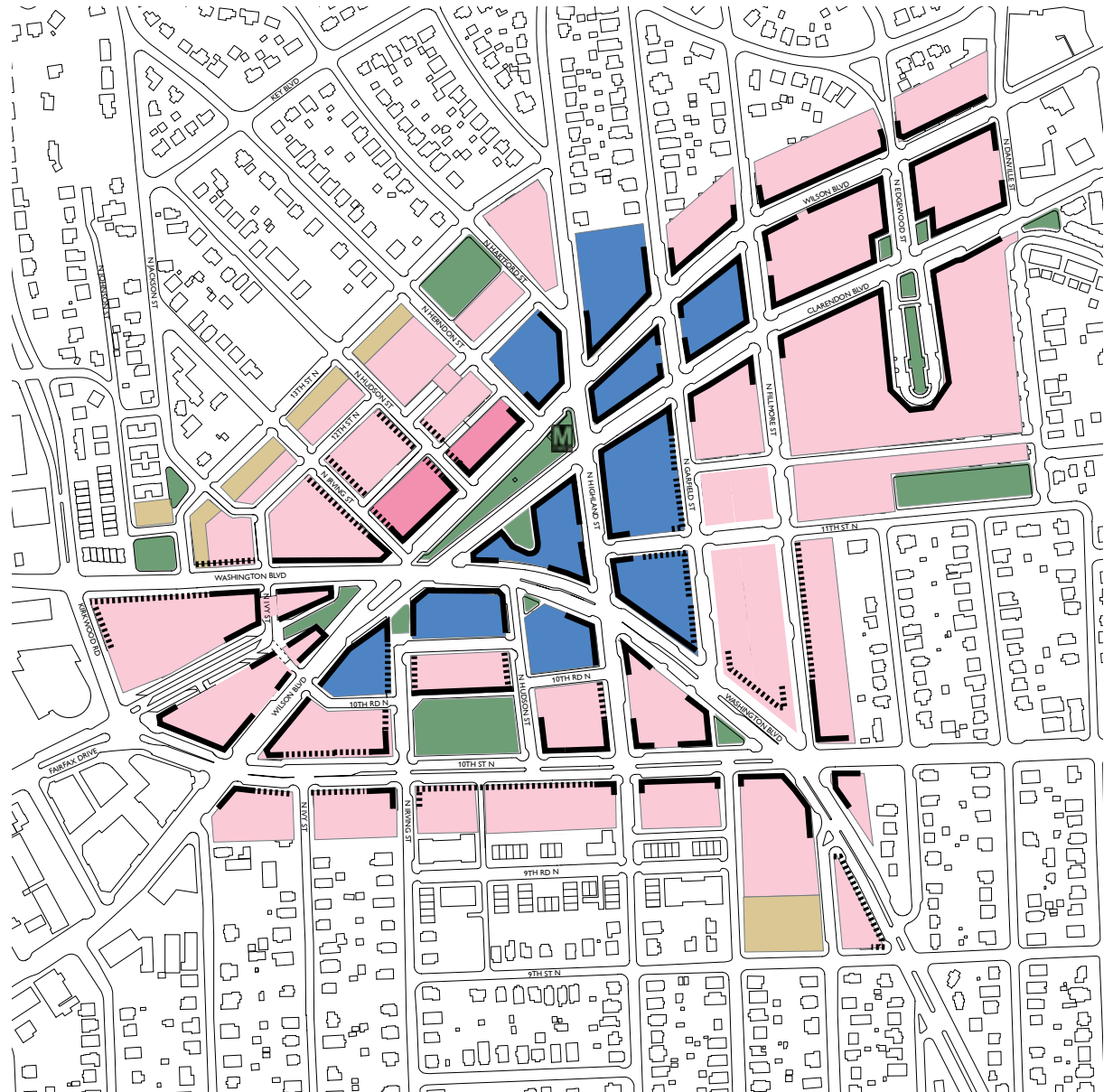
are recommended specifically for commercial or residential uses. One important component of sustaining the urban village concept is creating a viable business district in Clarendon. To accomplish a critical mass of office development, ten areas are designated as Prime Office sites whereby commercial uses are specifically recommended. These prime office areas include Blocks 4, 6, 20, 22, 24, 27, 28, 29, 30 and 33. These areas are clustered in close proximity to the Metro station, visible from the station entrance and Central Park, and face at least one of Clarendon’s primary streets. In addition, these future office development sites could advance the shared parking goals for Clarendon which would increase the supply

# CLARENDON SECTOR PLAN

## USE MIX

Map 2.5

-  Residential
-  Residential, Commercial, Hotel, or Mixed Use
-  Residential, Commercial, Hotel, or Mixed Use - Minimum 20% Commercial
-  Residential, Commercial, Hotel, or Mixed Use - Prime Office - Minimum 60% Commercial
-  Existing & Proposed Open Space
-  Retail Frontages
-  Retail and/or Personal/ Business Service Frontages





## CLARENDON SECTOR PLAN

### CURRENT & POTENTIAL USE MIX UNDER SECTOR PLAN

Table 2.1

	<b>Office</b>		<b>Retail</b>		<b>Residential</b>			<b>Other</b>		<b>Hotel</b>			<b>Total</b>
	<b>GFA</b>	<b>%</b>	<b>GFA</b>	<b>%</b>	<b>GFA</b>	<b>Units</b>	<b>%</b>	<b>GFA</b>	<b>%</b>	<b>GFA</b>	<b>Rooms</b>	<b>%</b>	<b>GFA</b>
Existing Development	860,900		703,300		1,378,000	1,378		470,700		0	0		3,412,900
Existing Single Family Development					1,314,000	657							
Under Construction	155,600		42,000		626,000	621		39,900		0	0		863,500
Total Existing or Under Construction	1,016,500	18%	745,300	13%	3,318,000	2,656	59%	510,600	9%	0	0	0%	5,590,400
Potential Build-out Under Plan	1,769,800	20%	919,400	10%	5,705,000	5,041	64%	387,600	4%	90,000	120	1%	8,871,800
Development Remaining	753,300		174,100		2,387,000	2,385		-123,000		90,000	120		3,281,400
Approved, not yet Under Construction	0		43,100		441,000			62,800					547,000

Notes:

1. Existing development is through 3/31/2006
2. Residential GFA is Units \* 1,000 sf for Multifamily Units and \* 2,000 sf for Single Family Units.
3. Single family homes include townhouses, duplexes, and detached single family residences.
4. Potential Build-out figure is based on Clarendon Sector Plan, Part 1, adopted June 2006.

Source: Arlington County DCPHD, Planning Research and Analysis Team

of parking available to the public during off-peak times. Developing these areas with a strong commercial presence, especially along the frontages facing Central Park and primary streets, is recommended. These areas may achieve up to 100% commercial uses or may be proposed as mixed-use projects; but developing these sites with 100% residential uses above ground-floor retail is not desired. However, these use mix recommendations would not apply to any optional increases in density above the General Land Use Plan density described in Adopted Policies #3, 5, 6 and 7. (See Map 2.5).

In addition to the areas designated for Prime Office uses, other areas in Clarendon are candidates for office sites. If built with office uses, these sites would contribute to the diverse commercial offerings in the Rosslyn-Ballston Corridor and foster a new niche market with live/work, work/live, loft space, or small- to mid-sized office tenant spaces. In particular, live/work, work/live type units are desired and could be used along the 10th Street corridor. Ownership opportunities for these spaces are encouraged. Offering these office uses in the Clarendon station area could encourage more people to live and work within the station area, as well as provide opportunities for small investors to locate within a Metro station area where a multitude of activities and services exist.

At Clarendon's build out, it is anticipated that the Use Mix Policies will result in the projected development levels shown in Table 2.1. These figures indicate a rise in density of approximately 3,000,000 gross square feet above the current development pattern to a total of approximately 9,000,000 square feet. This total is comparable to the build-out for the Virginia Square Metro station area (and is significantly lower than other Rosslyn-Ballston Corridor metro stations).

Aside from those areas identified for Prime Office uses, residential, commercial, or mixed-use development is appropriate in the Clarendon area. Achieving a building form that is contextually appropriate vis-a-vis surrounding preserved structures and/or low-density residential areas is more important than a specific use mix, except for in two areas. Along the south edge of 13<sup>th</sup> Street, residential uses are recommended to provide a compatible development pattern where single-family residential development is adjacent to medium-density development. Also, obtaining a minimum amount of commercial uses is recommended for several blocks north of Central Park along Wilson Boulevard. Incorporating commercial uses into redevelopment projects in this area will assist in the preservation of a nexus of old commercial storefronts.

In addition to recommendations for upper-story uses, ground-floor retail is recommended for many street frontages in Clarendon. Consistent with other County policies, providing active, interesting streetscapes along primary corridors will be critical to supporting the population base in Clarendon, continuing to attract visitors to Clarendon, and encouraging pedestrian circulation. Retail uses are specified for primary street frontages including Wilson Boulevard, Clarendon Boulevard, North Highland Street, and some segments of Washington Boulevard and 10<sup>th</sup> Street North. In some instances, commercial uses other than traditional retail activities are appropriate, such as other personal/business services. Accordingly, these frontages are identified as Retail and/or Personal/Business Service frontages. Having a form of development which can accommodate retail or other ground-floor commercial uses is important to ensure viable spaces for business activities. The frontage type guidelines provide the basic parameters for the ground-floor facades the County will be seeking for site plan projects in such areas (see Chapter 3).

## D.4 Building Preservation

### *Adopted Policies for Building Preservation*

12. Identify buildings for full or partial (frontage or façade) building preservation. However, the County Board, with recommendations from HALRB, may consider alternative design proposals in order to consider unusual circumstances or the extent to which new development may impact a preserved structure, including proposals to modify the type (or category) of preservation and adjustments to the Step-Back Adopted Policies #22-25. For example, a structure recommended for frontage/façade preservation may be reconsidered for full building preservation.
13. Obtain recommendations from HALRB on the design and extent of any preserved structure located in a site plan proposal, including recommendations on the effectiveness of the overall project in providing an appropriate context for the preserved structure.
14. Maintain the ensemble of buildings/facades/frontages, as the importance of many structures comes from the context of adjacent buildings. If frontages/facades are preserved, special features such as recessed entrances/windows, flooring details (i.e. terrazzo) are considered important, necessary, and may be sought to be preserved. The County Board, with recommendations from HALRB, will determine whether a Facade will be removed and/or replaced.
15. Where a proposal includes preservation of a structure, the style, materials, and heights of new structures should be informed by the style and materials of the preserved structure.
16. Establish a density incentive for building preservation based directly on the amount of preservation proposed. For full building preservation, the rate is 500% for the first 10,000 square feet of building area preserved and 300% for any remaining square footage preserved. For frontage and façade preservation, the rate is 500% for the amount of square footage preserved.

Clarendon's older and historic buildings make important contributions to the community's character – communicating the district's commercial heritage, offering tangible and irreplaceable links to the past, presenting opportunities for interpretation and education, and providing a richness and design diversity practically impossible to replicate in newer construction. To encourage preservation, reinvestment, and adaptive reuse of older and historic structures, several preservation categories are recommended: full building and partial building (either frontage or façade) preservation. It is expected that the highest quality design and materials, along with the careful consideration of massing and proportioning, will be provided for any project that incorporates the preservation of the buildings listed herein.



HISTORICAL IMAGES OF RECOMMENDED PRESERVATION STRUCTURES

Figure 2.19








Top: 2825 Wilson Boulevard - NTB  
Bottom: 3195 Wilson Boulevard - Masonic Building

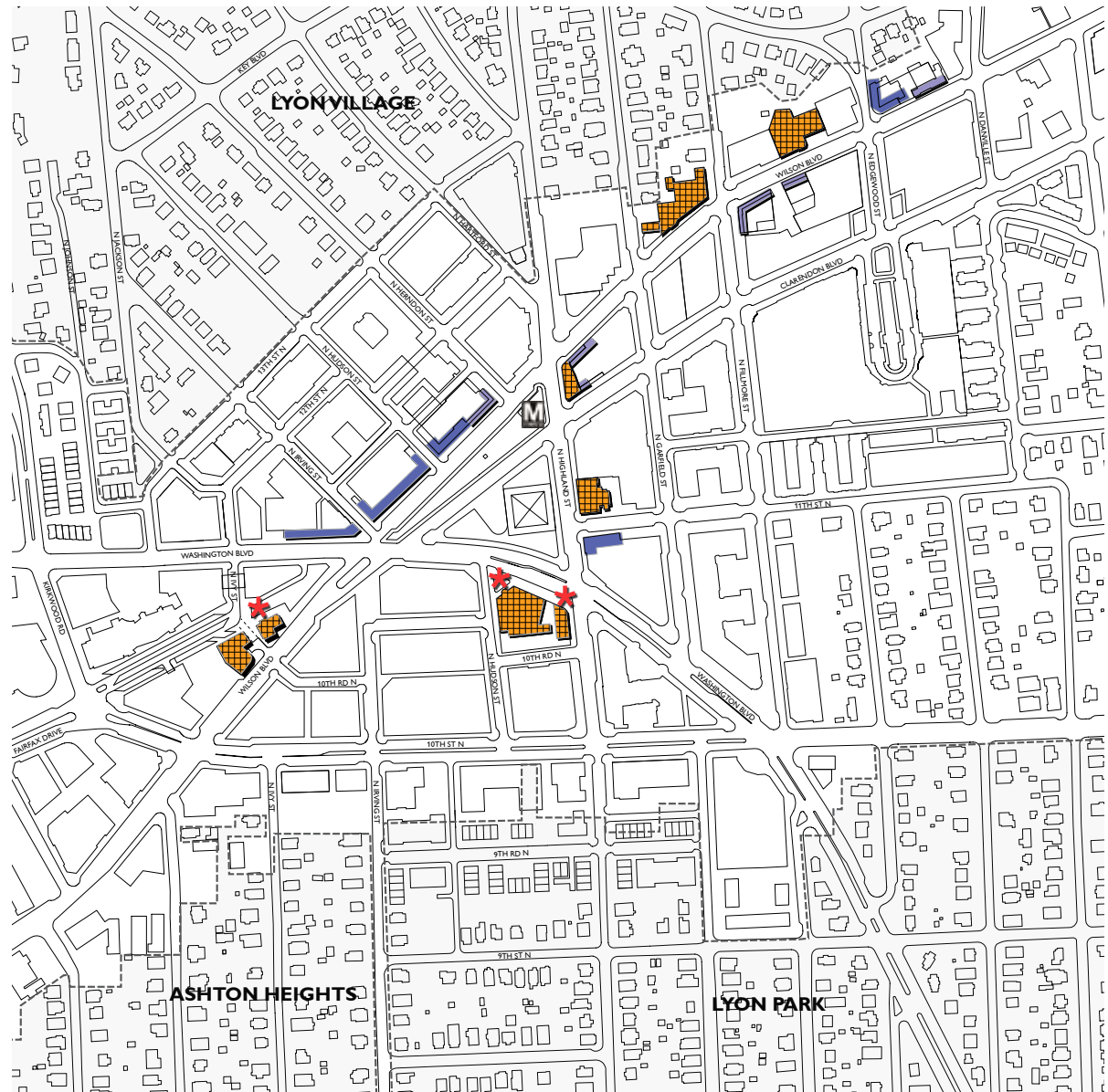
Top: 3211 Wilson Boulevard - Former Clarendon  
Citizens Hall  
Bottom: 3171 Wilson Boulevard - Rucker Building

Top: 3141 Wilson Boulevard - Rees Building  
Bottom: 3169 Wilson Boulevard - Odd Fellows  
Building

## BUILDING PRESERVATION

Map 2.6

-  Full Building Preservation
-  Local Historic District
  - Joseph L. Fisher Post Office Building
  - Dan Kain Building
  - Former Clarendon Citizens Hall (Murky Coffee)
-  Building Frontage Preservation
-  Building Frontage or Facade Preservation
-  National Register Historic Districts
  - Lyon Village, May 2002
  - Ashton Heights, April 2003
  - Lyon Park, November 2003



0 200 400

**Full Building Preservation:** Additions to these buildings are not envisioned. However, the County Board with HALRB guidance may allow minor alterations or modest additions if the overall preservation of these full structures is not diminished (Map 2.6 and Figure 2.20). Three structures listed in this category are existing local Historic District resources.

- 1411 North Garfield Street (Barber Shop)
- 1101 North Highland Street (Leadership Building)
- 3100 Washington Boulevard (Dan Kain Building)\*
- 3118 Washington Boulevard (US Post Office)\*
- 2825 Wilson Boulevard (NTB)
- 2901 Wilson Boulevard (Boulevard Woodgrill/Clarendon Building)
- 2915 Wilson Boulevard (former Virginia Hardware)
- 3028 Wilson Boulevard (Underwood Building)
- 3211 Wilson Boulevard (former Clarendon Citizens Hall, now Murky Coffee)\*
- 3237 Wilson Boulevard (Kirby Garage)

\*Existing Local Historic District Resources

**Building Frontage Preservation:** Many of these structures are in the core of Clarendon where development pressures are high. Therefore, additions and alterations to these buildings are possible so long as any new infill development above and behind these frontages is completed in a contextually appropriate manner that is sensitive to the existing structures. A clear separation between the existing structure and any new building or addition is desired. Frontage preservation is intended to generally preserve the first 20 feet of depth from the front building wall and any new construction should be set back from the front building wall by this same amount. Another key goal is to emphasize corner buildings (Map 2.6 and Figure 2.21).

- 2727-31 Wilson Boulevard (multiple storefronts)
- 1039-1041 North Highland Street (ABC Store)
- 3141 Wilson Boulevard (Rees Building)
- 3169 Wilson Boulevard (Odd Fellows Building)
- 3171 Wilson Boulevard (Rucker Building)
- 3185 Wilson Boulevard (Clarendon Ballroom)
- 3195 Wilson Boulevard (Masonic Building)
- 3201 Washington Boulevard (multiple storefronts)
- 3217 Washington Boulevard (multiple storefronts)

**Building Façade Preservation:** Similar to building frontage preservation, additions and alterations to these buildings are possible. While a clear separation between the existing structures and any new buildings is desired, the depth of preservation required is less than for frontage preservation. Façade preservation is intended to generally preserve the first 10 feet of depth from the front building wall and any new construction would be set back from the building wall by this same amount (Map 2.6 and Figure 2.22).

- 2701-2715 Wilson Boulevard (After Hours/Galaxy Hut)
- 2719 Wilson Boulevard (El Chaparral Meat Market)
- 2836 Wilson Boulevard (A & R Engravers)
- 2854 Wilson Boulevard (Whitlows)
- 3012 Wilson Boulevard (Arlington Valet)
- 3016 Wilson Boulevard (Hot Shotz)
- 3020 Wilson Boulevard (Classic Cigars)
- 3125 Wilson Boulevard (Cafe Cosii/Little Tavern)
- 3131 Wilson Boulevard (Bien Tong Thai Cuisine)
- 3133 Wilson Boulevard (Kabob Bazaar)
- 3137 Wilson Boulevard (Public Shoe Store)
- 3017-19 Clarendon Boulevard (office building)



## FULL BUILDING PRESERVATION

Figure 2.20



Top: 2825 Wilson Boulevard  
Bottom: 1411 North Garfield Street

Top: 2901-15 Wilson Boulevard  
Bottom: 3028 Wilson Boulevard

Bottom: 1101 North Highland Street

In order to facilitate preservation consistent with these principles, a density incentive is recommended. The current County policy which establishes a density incentive of 0.25 FAR for site plan projects that preserved structures listed in the 1990 Clarendon Sector Plan Addendum is no longer recommended. Instead, this Sector Plan now recommends an incentive that is directly tied to the amount of proposed building preservation. Therefore, as described in the Density Policies, if a site plan project includes a building identified for preservation, preservation of the structure in a manner consistent with the above principles is expected. In exchange for preservation, the project's density may increase by an amount equal to up to 500% of the existing building's square footage that is preserved. However, any full building that exceeds 10,000 square feet would be eligible for a density increase up to 500% for the first 10,000 square feet preserved and an amount up to 300% for any square footage preserved in excess of 10,000 square feet.

Figure 2.20 continued



Top: 3118 Washington Boulevard (Post Office)  
Bottom: 3100 Washington Boulevard (Dan Kain Building)



Top: 3237 Wilson Boulevard  
Bottom: 3211 Wilson Boulevard

## BUILDING FRONTAGE PRESERVATION

Figure 2.21



Top: 2727-31 Wilson Boulevard  
Bottom: 3141-57 Wilson Boulevard



1041 North Highland Street



## CLARENDON SECTOR PLAN

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Figure 2.21 continued



Top: 3169,-71,-85,-95 Wilson Boulevard  
Bottom: 3201-17 Washington Boulevard

## BUILDING FACADE PRESERVATION

Figure 2.22



Top: 2711,-15,-19 Wilson Boulevard  
Bottom: 2854 Wilson Boulevard

Top: 2830-36 Wilson Boulevard  
Bottom: 3016-20 Wilson Boulevard

Figure 2.22 continued



3125,-31,-33,-77 Wilson Boulevard



3017-19 Wilson Boulevard



## BUILDING FRONTAGE & FACADE PRESERVATION EXAMPLES

Figure 2.23



Denver, CO



7th St. and E St. NW, Penn Quarter, Washington, DC



600 Block, Pennsylvania Ave. SE, Washington, DC



M St., Georgetown, Washington, DC

*Sympathetic additions adjacent to (top photo) and stepped back from (bottom photo) preserved historic buildings and frontages.*



7th Street, NW, Washington, DC

*Bay windows, balconies, and facade compositions complement existing preserved frontages and facades.*



800 F St. NW, Washington, DC

*Step-backs are used to mitigate the differences in scale between new and existing development.*

### D.5 Building Heights, Tapers, and Step-Backs

Building heights are an extremely important factor for development in Clarendon, an area intended to have the lowest heights along the Rosslyn-Ballston Corridor. Due in large part to the close proximity of low-density residential areas abutting Clarendon's core, the tapering up of heights and limitations on the amount of area available for the taller heights are important. The 1990 Clarendon Sector Plan Addendum set forth the concept of tapering up at a ratio of 1:3 from the surrounding areas zoned with either "R" or "RA" residential districts. Reinforced in this sector plan, this concept will continue to provide a sensitive transition between adjacent low-density areas and the envisioned medium-density core.

Additionally, maximum building heights are recommended, both in terms of maximum feet and maximum number of floors. This combination is intended to encourage variation in building heights, adaptability of buildings over time, and flexibility for the recommended use mix composition. By applying this dual method to define maximum building heights, proposed buildings may reach the maximum building height by maximizing floor heights. However, it is not presumed that all projects would be proposed in this manner; thus varying building heights may result if buildings are constructed with the same numbers of floors.



#### *Adopted Policies for Building Height, Tapers, and Step-Backs (See Maps 2.7-2.8)*

- |  |  |
|--|--|
| <p>17. Continue the current height tapering provisions as set forth in the "C-3" and "C-R" zoning districts and 1990 Clarendon Sector Plan Addendum.</p>   | <p>preservation, green building design (LEED), affordable housing, and public open space.</p>  |
| <p>18. Establish a maximum height (in feet) for all blocks in Clarendon.</p>   | <p>22. Where part of a block exceeds 60 feet in height, there should be a step back of 20 feet, and the step back should be implemented somewhere above the 2nd floor and always include a step back of the entire 5th floor of a building, along designated frontages; however the depth of the step back may be modified on smaller sites.</p> |
| <p>19. Establish a maximum number of floors to be permitted within the specified height limits, unless otherwise noted in Policy #3.</p>   | <p>23. It is not the goal to have a uniform step back height; variation is desirable.</p>  |
| <p>20. Establish a minimum structural clear height (15') for ground-floor retail. Structural clear height is defined as the space bounded by the top of one slab, or other structural portion of one floor, and the bottom of the next slab, or structural portion of a floor.</p> | <p>24. For projects that achieve full building preservation, alternative designs could be considered.</p>  |
| <p>21. Allow for optional increases in building height, at the County Board's discretion, for a limited number of sites in the Clarendon station area in return for extraordinary community benefits including but not limited to building</p>                                     | <p>25. Where a façade or frontage is preserved, the step-back should be designed in a manner sufficient to achieve the intended historical character.</p>  |


## MAXIMUM HEIGHT LIMITS









Map 2.7

### Maximum Height (Feet)


-  Existing Buildings  
 Proposed Buildings


### Maximum Number of Floors

 Preservation Structures - Existing Heights are the Maximum (Actual Heights Vary)

-  3 Floors  
 4 Floors  
 5 Floors  
 6 Floors  
 7 Floors  
 8 Floors  
 10 Floors  
 More than 10 Floors

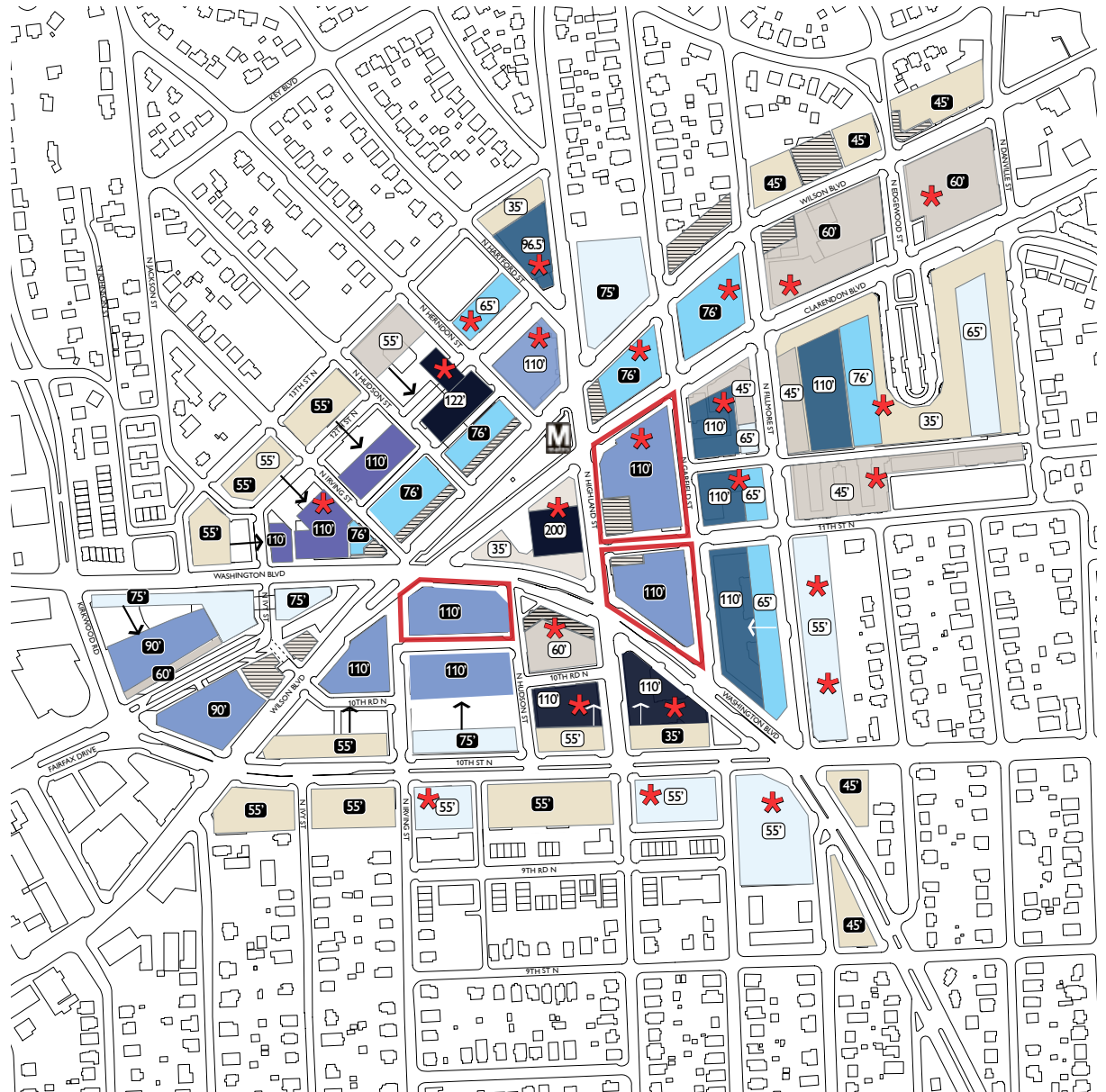
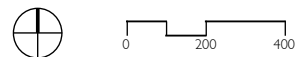
 Additional Height up to 128' may be considered by the County Board in exchange for community benefits.

 Building heights, step-backs, and tapers on blocks marked with asterisks are controlled under development projects approved by the County Board and the building height noted (feet) may be approximate.

 Taper Requirements (1:3 Ratio beyond 165' from "R" or "RA" Zoning line)

### Notes:





1. Unless otherwise indicated, numbers shown on the height map indicate the maximum height (feet) permitted.

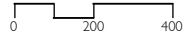
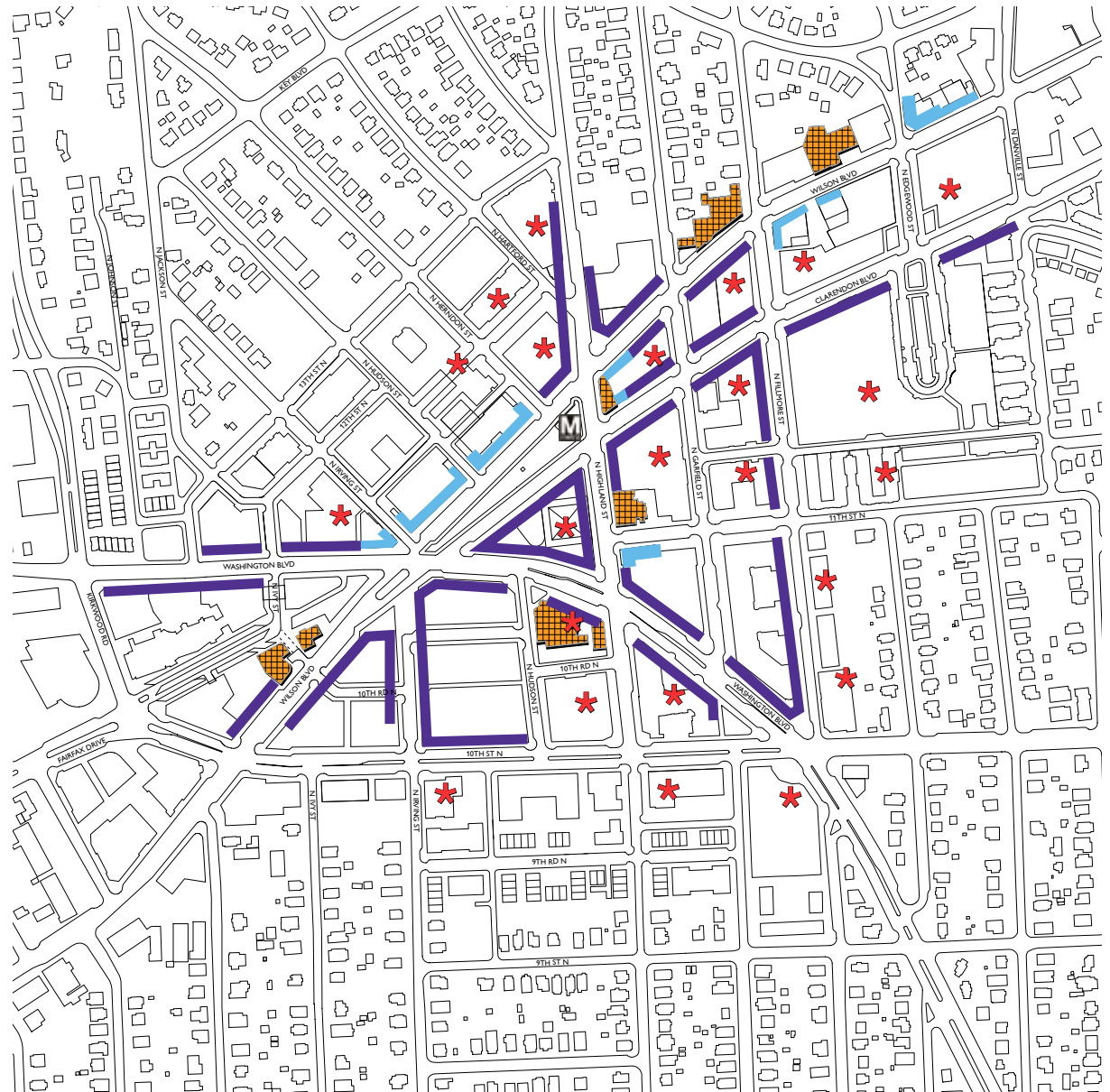




## STEP-BACKS

Map 2.8

-  Designated Frontages for Step-Backs when Building Heights Exceed 60 Feet  
- 20' Step-back at 3rd, 4th, or 5th floors
-  Designated Frontages for Step-Backs achieved through Building Facade or Building Frontage Preservation
-  Full Building Preservation
-  Building heights, step-backs, and tapers on blocks marked with asterisks are controlled under development projects approved by the County Board and the building height noted (feet) may be approximate.



Step-backs in Clarendon are desired to ensure that new buildings have a pedestrian scale and are contextually appropriate adjacent to any of Clarendon's preserved structures. A variety of design approaches may be taken to achieve the desired sense of scale, all of which are dependent on the specific context. However, for buildings that exceed 60 feet in height along certain street frontages, a step-back is generally expected, as described in Policy #22. Also, as specified in the Building Preservation Policies, step-backs should be provided for any building proposed immediately above façade or frontage preservation. Generally step-backs of at least 10 feet for preserved facades and at least 20 feet for preserved frontages are recommended, although these dimensions may be modified by the County Board. For projects that achieve full building preservation and for which step-backs are otherwise specified, the County Board may approve alternative step-back designs. (See Map 2.8).

Additionally, rear step-backs should be used strategically to provide appropriate transitions between low-density residential and commercial areas where redevelopment occurs on "C-3" or "C-2" properties directly abutting "R" zoning areas north of Wilson Boulevard east of North Garfield Street. In such cases, two approaches to establish a successful transition in form should be considered. The first approach would include 25' setbacks from the abutting "R" lot combined with step-backs of 25' each at the

25 feet and 35 feet height limits, with a maximum building height of 45 feet. Alternatively, the second approach would establish a maximum number of three floors combined with a maximum building height of 40 feet. In either scenario, any remaining density that is earned for extraordinary community benefits that cannot fit on site could be transferred to another receiving site in Clarendon (as is true for all parcels which provide such extraordinary benefits). In some cases, it is anticipated that such transfers will be necessary in order to accommodate all earned density on such blocks abutting residential ("R") zoning districts.

## D.6 Public Spaces/Open Spaces

The Adopted Policies for Public Spaces/Open Spaces build on ideas set forth in other County policies that encourage high-quality open spaces along the transit corridor. These spaces are intended to create breaks in the building mass and provide spaces that invite frequent use, support socializing and people watching, and foster a strong sense of community. The design quality and maintenance of Clarendon's public spaces should reflect the community's commitment to the creation of vital, durable, sustainable, and beautiful outdoor public spaces.

It is expected that Clarendon's existing and proposed public spaces will be integral to a larger network of spaces throughout the County; these spaces are important contributors to the County's livability and economic vitality. These distinct types of spaces are intended to support Clarendon's continued evolution as an attractive place to live, work, and visit.

Quality outdoor public spaces—parks, squares, streetscapes and plazas—play pivotal roles in an urban setting, providing a framework for the built environment; places to walk, relax and play; sites for cultural expression; and places for socializing and celebrating—from casual meetings to large-scale community events. As Clarendon's transformation continues and the intensity of land use increases, the location, scale, character, and design quality of outdoor public spaces will be increasingly important.

### *Adopted Policies for Public Spaces*

- |  |   |
|--|---|
| <p>26. Block 2: Designate the space at the northeast corner of Fillmore and Wilson Boulevard for additional café seating along the streetscape rather than as a specific public open space.</p> <p>27. Block 7: Indicate a park between North Hartford and Herndon Streets south of 13th Street.</p> <p>28. Block 15: Indicate a new park adjacent to the proposed reconfigured intersection of 13th Street and Washington Boulevard.</p> <p>29. Blocks 16, 18, and 19: Indicate a new urban plaza at the east end of Fairfax Drive adjacent to the former "Clarendon Citizens Hall" (now Murky Coffee building).</p> <ul style="list-style-type: none"> <li>• Design plaza with a mix of hardscape and landscape areas which could be used for public gatherings and market-type activities as well as provide additional relief from the surrounding built environment.</li> <li>• Activate the ground-floor space of the proposed building east of the proposed North Ivy Street segment on the St. Charles Church property with retail and/or public market uses.</li> <li>• As surrounding sites start to redevelop,</li> </ul> | <p>close the existing vehicular access to Fairfax Drive from Wilson Boulevard.</p> <ul style="list-style-type: none"> <li>• Extend open space along the Fairfax Drive right-of-way and widen streetscape area for additional landscaping and possible public market uses.</li> <li>• Design space between former Clarendon Citizens Hall and Kirby Garage buildings for pedestrians and bicyclists as well as for service access to buildings; defer designation for through-traffic until future review of adaptive reuse of historic structures can be determined; allow vehicular access for emergency access if needed.</li> <li>• Consider swapping existing County property (approx. 8,000 square feet) at the western corner of Block 19 and acquired for open space purposes to another location in the west end of Clarendon or to another part of Clarendon to create a larger open space in exchange for mixed-use development at this corner.</li> <li>• Relocate County Smartscape facilities to another location in the Rosslyn-Ballston Corridor, or other appropriate site to meet the program's needs, if/when necessary to facilitate proposed open spaces and proposed redevelopment.</li> </ul> |
|--|---|



30. Block 22 and 23: Indicate a new urban park along the north edge of 10th Street North between N. Hudson and N. Irving streets.
- As redevelopment projects are proposed in Clarendon, relocate the existing public facilities on the County property in order to create the proposed open space in phases.
  - Continue to discuss redevelopment opportunities with Verizon in the future in order to facilitate expansion of the proposed open space and its reconfiguration into a more uniform, rectangular shape.
  - Recapture potential density from open space areas in other redevelopment projects on the block or in the Clarendon station area.
  - Design and construct open space to accommodate a mix of uses including recreational uses and provide new landscape plantings to enhance the tree coverage in Clarendon.

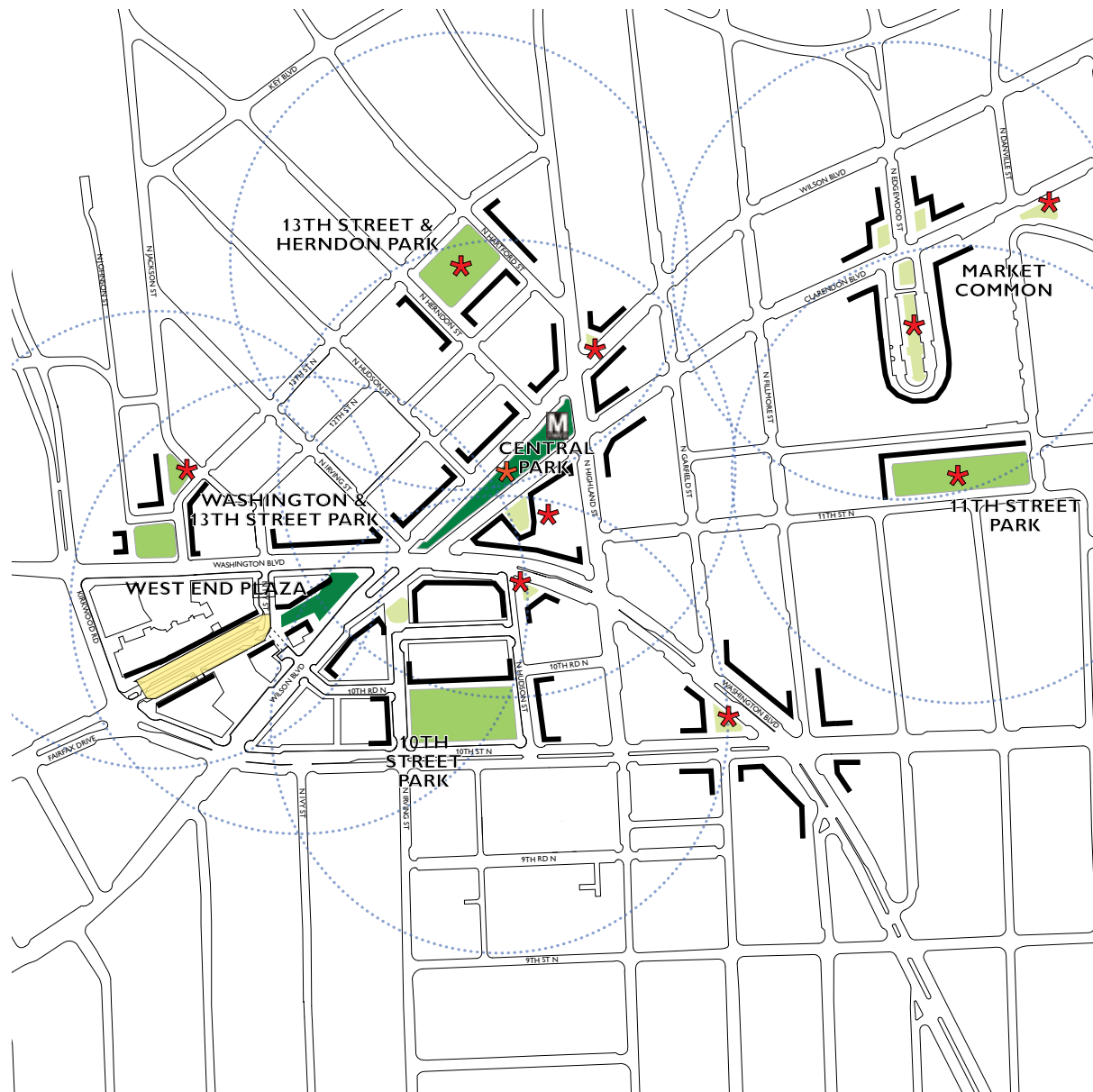
- If additional land use tools or resources become available in the future and the development capacity from the Verizon property could be accommodated elsewhere in Clarendon, continue to evaluate the possibility of expanding the open space to the south edge of the proposed 10th Road.
31. Blocks 35 and 36: Continue to indicate a public open space pocket park/plaza at the corner of Edgewood Street and Clarendon Boulevard to balance the existing plaza adjacent to the Clarendon Education Building on the northwest corner of this intersection.

The creation of a network of safe, accessible, and attractive spaces is a central focus of the public space and streetscape system.

While it is difficult to determine the precise demand for outdoor public space in an urban setting, the County recognizes the central role public parks, squares, streetscapes, and plazas play in making distinct, attractive urban neighborhoods. Several existing planning documents and initiatives recognize this difficulty, including the Public Spaces Master Plan and the Public Art Master Plan. Each document in its own way calls for the creation of a network of public spaces in the Rosslyn-Ballston Corridor serving a range of community needs and desires, including active and passive recreation and cultural programs. Taken together, these County and Rosslyn-Ballston Corridor-wide plans provide a conceptual framework for the improvement of existing spaces and the creation of new outdoor public spaces in Clarendon.

Map 2.9

- Building Frontages Defining Public Spaces
- 1/8 Mile Radii
- Existing Public Spaces



Due to Arlington's limited geographic size, its relative density, and lack of undeveloped land, Arlington is challenged when it comes to creating new, and especially large, public spaces. As a result, the County has relied on the help of private developers to create new spaces or facilities, and has emphasized the improvement of existing spaces. As density and population continue to expand in the Rosslyn-Ballston Corridor, the focus will be to: improve and expand existing spaces and facilities to accommodate multiple uses; connect open space with trails, bike facilities, and enhanced streetscapes; and gain newer public spaces in areas such as Clarendon. The County is approaching the Corridor's public space system in a comprehensive manner rather than seeking to achieve an all-inclusive array of spaces, facilities and uses in each station area.

## Recommendations

The improvement of existing and the creation of new spaces are recommended for Clarendon. When improving existing spaces or creating new spaces, the following general guidelines should apply:

- To the greatest extent possible, create spaces with direct, unobstructed physical and visual access from adjacent public rights-of-way;
- Encourage informal surveillance of public spaces by the community and passersby through design by

creating clear sight lines into and through primary spaces; and

- Design and locate streetscape and public space elements, landscaping, and amenities to minimize interference with sight lines.

The existing and proposed public spaces in Clarendon fall into one of four categories: centering spaces; urban parks; plazas; and streetscapes (as described in the Urban Design Guidelines, Chapter 3). This categorization is generally based on character, scale and use of the space. In the sense that Clarendon hosts many large public gathering events such as Clarendon Day, all of Clarendon's streets should be recognized as key elements of the public space system and should be attractively designed as well as functional.

## Centering Spaces

Centering spaces are prominently located, highly visible, primarily hardscape spaces defined by public streets and buildings with active ground floor uses. These are spaces that attract and accommodate major public activities and provide sites for special events, art installations, and community gatherings. Such spaces should provide seating, public art, and facilities to support special events and activities, and could include space-activating elements such as fountains or spaces to stage events. These spaces are envisioned as public space that the County may already own or as space to

which a developer attaches a public access easement. If new designs are recommended, it is anticipated that designs would be undertaken by the County with community involvement.

These spaces should be visually and physically accessible to the widest range of residents, workers, and visitors – the dedication of large portions of such spaces for single uses is considered inappropriate. Full block sites are preferred, as are locations along or at the intersections of highly traveled pedestrian ways. Central Park is defined as a centering space, as is the proposed West End Plaza immediately west of the Washington-Wilson-Clarendon Boulevards ("Clarendon Circle") intersection.

**Central Park.** Central Park and its immediate environs, including public rights-of-way, already accommodate a number of Clarendon's special events. The County, community, and/or the Clarendon Alliance should continue to host these events in and around Central Park and the proposed West End Plaza.

At the southwest corner of Central Park stands a monument to the citizens of Arlington County who fought in World War I, World War II, the Korean War, and the Vietnam War. The stone monument, erected by Arlington County Post 139, the American Legion, and the citizens of Arlington County, was dedicated on November 11, 1933 and originally placed



in “Clarendon Circle”. It was moved to its present location in Central Park in 1987, after a long tenure at the county Courthouse. Spaces and monuments such as these are imbued with special meaning and enhance the community’s sense of civic identity and memory.

Improvements to Central Park should be undertaken particularly from the Metro escalator to the elevator entrance. Despite its position as Clarendon’s most prominent, easily accessible, and highly visible public space, the existing design offers limited opportunities for larger gatherings and constrains some of the existing uses such as the farmers market. In coordination with the recent installation of a new Metro canopy, the space immediately around the Metro escalator and elevator entrances should be retrofitted in the short-term to:

- Improve pedestrian circulation to and through the park;
- Improve visibility into the park from adjacent streets and sidewalks, and from within the park;
- Upgrade lighting to draw attention to this primary space in Clarendon; and
- Reorganize streetscape elements such as bike racks and newspaper boxes.

**West End Plaza.** The proposed West End Plaza is envisioned as a new public gathering space, approximately 20,000 square feet in size. This plaza would create a new, prominent open space, providing a much-needed element to reconnect the western end with the center of Clarendon. It is anticipated that the space would be achieved through redevelopment projects or in coordination with rights-of-way projects proposed to improve the “Clarendon Circle” intersection and Washington Boulevard. High levels of pedestrian traffic are expected in this part of Clarendon in the future, particularly as the George Mason University campus expands. A new plaza, public market uses, and new retail space could enhance this corridor linking the Virginia Square and Clarendon Metro station areas.

In addition to creating a new West End Plaza, re-designing the segment of Fairfax Drive between the new West End Plaza and North Kirkwood Road into a more flexible, pedestrian-oriented urban space will enhance the physical character and utility of this area. The vision for this new convertible space could include a curb-free environment, whereby pedestrian and vehicular parking areas are delineated through differentiation in colors and materials, and strategic placement of street trees, street lights, bollards, or other landscape elements. Principally, this re-designed segment of Fairfax Drive is intended to be a multi-use area that is designed in a manner to easily accommodate a variety of activities and programs.



### Urban Parks

Urban parks are those serving the needs of both surrounding neighborhoods and the core area’s residential and work populations. These parks should be planned and designed to provide an array of public space activities and programs. Open, landscaped areas, as well as multi-use, basketball courts, handball courts, community fields, community canine areas, tennis courts, circuit courses and climbing walls, should be considered for these urban parks to promote activity, exercise, and foster a sense of safety. Urban parks should be located along primary pedestrian and bicycle ways and offer green spaces with shade trees and seating. Existing examples include 13th and Herndon Streets Park and 11th and Danville Streets

Park. These spaces are envisioned as public property and, if necessary, they would be designed by the County with community involvement.

**13th & Herndon Park.** The existing public space on the south side of 13th Street between North Herndon and North Hartford Streets should undergo a complete redesign to accommodate a mix of passive and active uses. To accommodate multiple uses and users, approximately one half of the space should be improved for use as a community canine area and the other half improved to support passive use by neighborhood residents and visitors. Streetscape improvements along 13th Street, North Herndon Street and North Hartford Street should be completed as part of the park's improvement.

**11th Street Park.** The park behind Clarendon Market Commons should remain as a passive park with minimal site furnishings. A naming process should be undertaken with the community.

**Washington Boulevard & 13th Street Park.** The reconfiguration of the Washington Boulevard-13th Street intersection provides another opportunity to create a new public space in Clarendon's west end. A small, public space at the northwest corner of the realigned intersection should be created as rights-of-way are modified. The space should be designed to support passive uses with an open lawn, shade trees,

and minimal site furnishings—lights, benches and trash receptacles. While most of the land required for the park is in existing public rights-of-way, the acquisition of some private property may be necessary to ensure the creation of an adequately sized space and to maintain street connectivity to the Bromptons of Clarendon development. The space should be designed and completed as part of the processes to improve 13th Street and realign the 13th Street and Washington Boulevard intersection. To encourage additional eyes on the street and informal observation of the space by the community, a new street segment along the north edge of the park should be built to connect North Johnson Street. Low-density residential uses, such as townhouses, are encouraged along the north edge of this new street segment. To achieve this space, it is expected that either public or private acquisition of properties would be necessary in coordination with the redesigned rights-of-way.

**10th Street Park.** Creating a larger, regularly-shaped open space is desired to meet the needs of the growing Clarendon community. Therefore, a portion of the block with the Verizon switching station and current County facilities is proposed to be converted into a new urban park. It is anticipated that the proposed park would be developed in phases over a long time period starting with the County-owned property where the existing Clarendon Fire Station #4 and human services facilities are located. The



Existing 13th Street and Herndon Street Park



11th Street Park

County would seek opportunities to relocate the existing public facilities into other redevelopments in order to create the new park. This park could be designed to accommodate a mix of park uses, including programmed and unprogrammed spaces, which would serve a wider segment of the growing Clarendon population. When the Verizon property redevelops, efforts to expand and/or reconfigure the space into a rectangular shape should occur with the goal of achieving a park approximately 50,000 square feet in size. If opportunities present themselves in the future, the County would evaluate options to expand the proposed park to the proposed 10th Road right-of-way.

### Plazas

Plazas, in public and private ownership, are most commonly small-scale spaces offering seating, shade, and modest public amenities along public streets and sidewalks. The plazas in Clarendon are typically located along primary east and west arterials where the most pedestrian circulation occurs. Existing examples include the plazas at 3033 Wilson Boulevard and at the base of the Olmsted Building. The central space of the Market Common development is another such space. These spaces are envisioned as extensions of the public street space and offer places for relaxation, socializing, and people watching. While most plazas will be privately owned and

maintained, each should be fully accessible to the public. These spaces are not intended to satisfy the need for large urban parks described above, which can better accommodate other recreational uses. Recommendations for improvement to existing plazas or for the creation of new plazas are as follows:

**Olmsted Plaza.** The existing plaza at the base of the Olmsted Building should remain. However, the plaza should undergo renovations to enhance the space and increase its use by the public. As design plans evolve for Central Park and its extension across Washington Boulevard, the Olmsted Building plaza should be examined. Any redesigns would require agreement and coordination with, and implementation by the property owner.

**Wilson Boulevard & North Highland Street.** The recent reconfiguration of the North Highland Street-Wilson Boulevard intersection has doubled the size of the small plaza at the base of the 3033 Wilson Boulevard building. This improvement presents an opportunity to create a much more people friendly space at this important intersection. The County should continue to communicate and coordinate with the owner of 3033 Wilson Boulevard to redesign the entire space, including the opening-up of the Wilson frontage of the building, and the inclusion of additional retail space in the ground floor of the building or as an independent building/kiosk within the open area.

A redesigned space could accommodate shade trees, areas for outdoor seating, and space for a water feature or art installation.



*Plaza at the Olmsted Building*



*Plaza at Washington Boulevard and 10th Street*



**Clarendon Boulevard & North Edgewood Street.** Should redevelopment of the Whole Foods site occur, an open space at the corner of North Edgewood Street or along the Edgewood frontage should be considered. This new space would balance the opposing plaza on the northwest corner of the intersection or offer a larger open space linking Clarendon Market Common with Wilson Boulevard. This space could serve as frontage for new retail space, outdoor cafes, and public activities at the Whole Foods block. This space could also function as another venue for public events and activities in the event that North Edgewood Street were temporarily closed to traffic for such uses. It is anticipated that this space would be created through private redevelopment.

**Washington Boulevard.** Three plazas are anticipated along Washington Boulevard between Wilson Boulevard and 10th Street. The first, at Irving Street and Washington Boulevard, would maintain a pedestrian connection from the Lyon Park and Ashton Heights neighborhoods to the Central Park area when, as proposed, vehicular traffic is restricted. It is anticipated that this space would be created through private development projects. The public space at the southeast corner of Hudson Street and Washington Boulevard in front of the United States Postal Service building will maintain a setting for this historic building. The existing plaza at the northwest corner of

Washington Boulevard and 10th Street will provide a place for café seating and could accommodate a kiosk to direct pedestrians to various destinations in Clarendon and the Rosslyn-Ballston Corridor. The County should continue to study best practices, including financial and management resources, and develop implementation plans for establishing and maintaining kiosks in the Clarendon station area.



*Wilson Boulevard and North Highland Street Plaza*



*Plaza at Clarendon Boulevard & Edgewood Street*



*Plaza at Market Common*

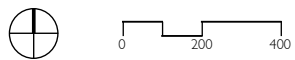
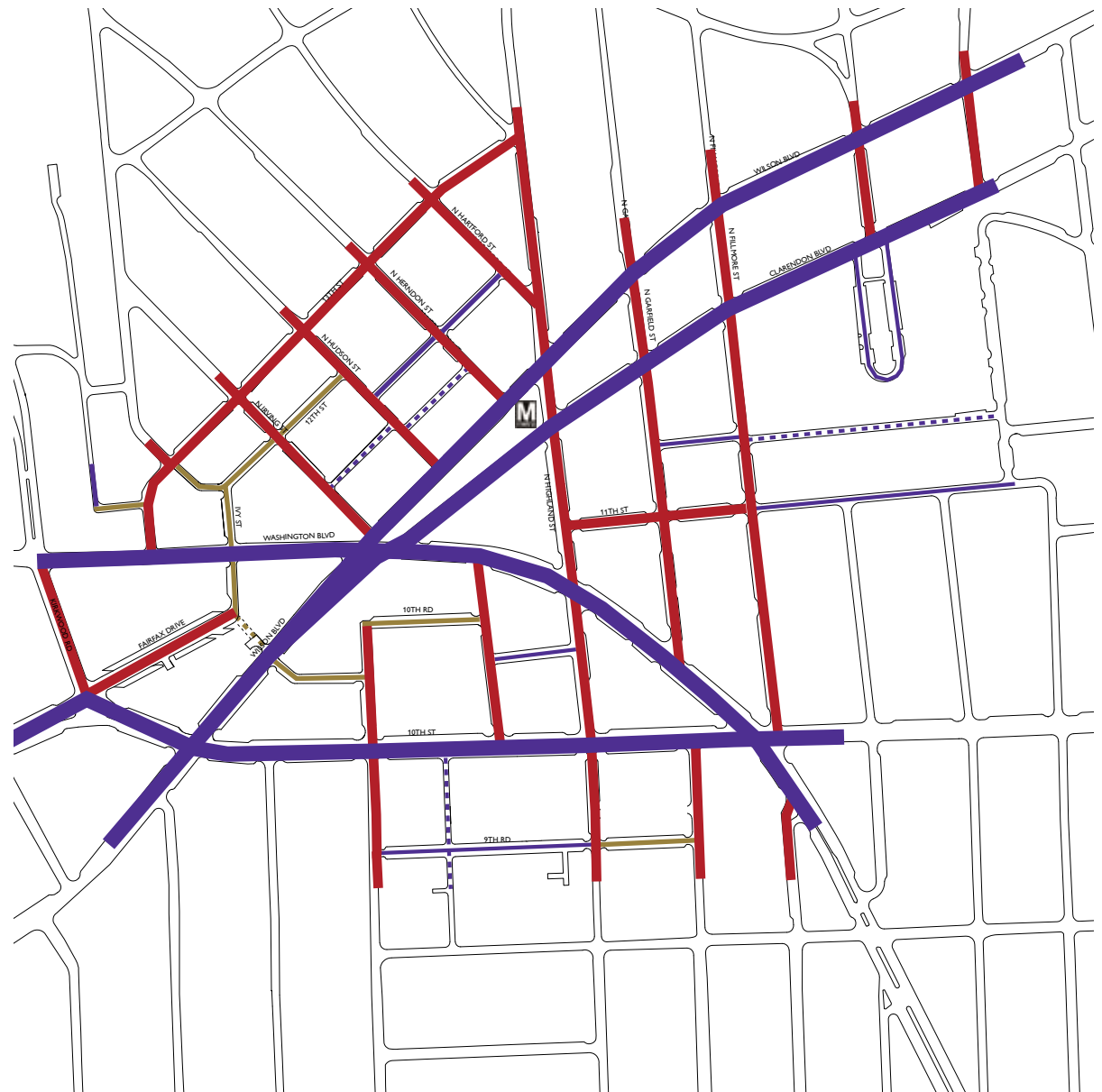
## D.7 Transportation

### *Adopted Policies for Transportation*

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| <p>32. Incorporate the locations and character for new streets, changes to existing streets, removal of selected streets, and the addition of new bikeways into the Master Transportation Plan as per the amendments approved by the County Board on February 28, 2006.</p> <p>33. Improve the safety and quality of pedestrian travel through the following actions: provision of sidewalks with sufficient clear zones and adequate space for tree planting and street furniture; the minimization of crossing distances for pedestrians through the narrowing of travel lanes and incorporation of nubs; and the incorporation of street trees and on-street parking as a buffer against moving traffic.</p> <p>34. Reduce areas of pavement dedicated to motor vehicle travel to the greatest extent possible and without reducing the capacity to accommodate existing traffic volumes and increase the amount of streetscape dedicated to pedestrian and bicycle travel, on-street parking, and, where appropriate, landscaped medians.</p> <p>35. Maintain and improve system connectivity and site accessibility through the continued</p> | <p>development of a network of tertiary streets, including the westward extension of 12th Street and the development of new public streets between Wilson and North Irving north of 10th Street and between North Irving and Hudson Streets south of Washington Boulevard.</p> <p>36. Minimize the impact of service access and loading on pedestrian and vehicle travel by specifying locations and time limits for on-street deliveries and, where possible, limiting service access to secondary and tertiary streets.</p> <p>37. Improve intersection operations and pedestrian safety through the evaluation and optimization of signal timing and the redesign of the following intersections: Washington Boulevard and 13th Street; Washington-Wilson-Clarendon Boulevards; Wilson and 10th Street; Washington Boulevard and 10th Street; and North Highland Street-North Hartford Street and Wilson Boulevard.</p> <p>38. Provide a network of bicycle facilities to enable safe and convenient bicycling to and through Clarendon. Provide abundant, well-designed and convenient bicycle parking within</p> | <p>Clarendon's commercial areas.</p> <p>39. Enhance the convenience and efficiency of bus service in Clarendon. Improve the comfort and convenience for Metrorail patrons.</p> <p>40. Encourage Clarendon residents, employees and visitors to travel more frequently by public transit, bicycle, carpool, or by foot, and to drive private vehicles less often.</p> <p>41. Continue efforts to reduce traffic congestion, reduce the demand for parking, provide for maximum use of existing public transit and high-occupancy vehicle (HOV) infrastructure, improve environmental quality and improve mobility.</p> <p>42. Accommodate existing traffic volumes while upgrading pedestrian facilities and on-street parking through reconstruction/reconfiguration of the travel ways on Washington Boulevard, west of Wilson Boulevard, and North Highland Street between Clarendon Boulevard and Washington Boulevard.</p> |
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Map 2.10

-  Main Streets
-  Secondary Streets
-  Tertiary Streets
-  Planned Tertiary Streets
-  Alleys





Several new streets are recommended to provide additional circulation options, divide large blocks, and provide locations for service/loading and parking entrances to reduce visibility on primary and secondary streets to the greatest extent possible. (See Map 2.10). In some areas, certain segments of street will be removed. New bikeways are also proposed.

Clarendon is one of the most accessible locations in Arlington. It is well served by several primary arterial street corridors: Washington Boulevard, 10th Street North, Fairfax Drive, and Wilson and Clarendon Boulevards. The primary streets are overlaid with a grid of more locally-oriented secondary and tertiary streets. Virtually all of the streets within Clarendon include sidewalks and have marked pedestrian crossings. Clarendon is very transit accessible with a station along the Metrorail Orange Line and public bus service provided by Metrobus (Routes 38B and 24P) and Arlington Transit (ART Route 41). Bicycling to and through Clarendon is fairly convenient via marked bicycle lanes on Fairfax Drive (in Virginia Square), Wilson and Clarendon Boulevards and on local streets. Taxi service and car-sharing vehicles are also available at several locations in the community.

While Clarendon is now easily accessible by many modes, much of its street network was originally created or re-designed in the mid-20th Century prior

to the introduction of Metrorail when transportation planning was very automobile-oriented. In Clarendon today, the primary arterials, Washington Boulevard and 10th Street in particular, are wide with several key intersections that are difficult for pedestrians, cyclists and motorists to cross. Sidewalks and streetscapes within Clarendon vary widely in their widths, materials and elements. Upgrades are occurring mostly in a sporadic manner as redevelopment and County-initiatives are undertaken. The functionality of the street grid, especially west of North Highland Street, is very dependent upon the larger main streets.

Improving the function and quality of Clarendon's public streets is among the most important goals of the Clarendon Sector Plan. Streets are the community's most visible and heavily used public space, and as such, their condition, scale, character, capacity, and design affect all aspects of life. Besides serving the access and travel needs of the community, streets are the places where people socialize, window shop, and meet for a bite to eat. They provide access to adjacent public and private spaces, link neighborhoods and districts, and shape the community's identity and image. Therefore, in order to improve circulation into and through Clarendon for pedestrians, bicyclists, and motorists, the Plan recommends several new secondary and tertiary streets that will expand the street network and allow more direct pedestrian routing, increased

on-street parking, and less-intrusive access for building services. These streets may also reduce the strain on major Clarendon intersections, which will improve the functioning of major streets. These new streets will extend 12th Street (formally referred to as Festival Street) through two blocks north of Wilson Boulevard, extend 10th Road through two blocks west of North Hudson Street, and create two new segments of North Ivy Street connecting Wilson Boulevard to Washington Boulevard. Also, straightening Washington Boulevard west of Wilson Boulevard is recommended to improve connectivity for pedestrians and motorists, improve the intersection with 13th Street, and create a new open space. New bicycle lanes along North Kirkwood Road and Fairfax Drive will provide additional connectivity for existing bike paths. Recommendations to shorten overly-long crosswalks throughout Clarendon and to redesign several critical intersections including the heavily traveled Washington-Wilson-Clarendon intersection are included, as are detailed street cross sections.

## Recommendations

The recommendations for improving Clarendon's street network result from a careful assessment of current system operations, a review of physical conditions, and the testing of a variety of potential changes to the network. These assessments revealed a number of deficiencies requiring attention, including the following:

- poor quality of pedestrian and bicycle facilities, including sidewalk widths, conditions, and pedestrian crossings;
- overly-wide travel lanes on streets throughout the entire district; and
- poorly performing intersections contributing to congestion and increasing the potential for traffic to divert to residential streets.

While these deficiencies are significant, it should be noted that the County has made significant strides over the past two decades to improve physical conditions and traffic operations in Clarendon.

In order to address the deficiencies, a number of alternative concepts were developed and examined during the planning process to improve the conditions for several major intersections and many segments of the street network. However, only very limited increases in the motor vehicle capacity of the

roadway network are recommended. Additional transportation demands produced by the anticipated new development in Clarendon and surrounding areas will place greater burdens upon the transportation system. Significant efforts will be needed by both the private and public sectors to accommodate the new transportation demands, particularly if future traffic capacities are constrained. Beyond redesigned streets, to better accommodate pedestrian and bicycle travel, significant efforts will be required to improve and encourage the use of transit. Traffic volumes on streets in the adjacent single family residential neighborhood will be monitored periodically and if necessary, residential traffic calming measures will be employed.

## Street Hierarchy

Consistent with the approach in the Master Transportation Plan, this plan classifies streets in Clarendon into three groups: main streets, secondary streets, and tertiary streets and alleys. Each street type serves an important purpose within the street hierarchy. The types function together to move people on foot, bicycle, automobile, or bus within Clarendon and along the Rosslyn-Ballston corridor. These street types work in conjunction with the sidewalk/streetscape urban design guidelines discussed in Chapter 3. However, in this section, a hierarchy and overall dimensions are provided for the

entire street network. These street types are not intended to duplicate the Frontage Types described in Chapter 3. However, they are intended to work in coordination with the land use and building design recommendations for each specific area.

Each street type is described below:

**Main Streets.** Main streets are the primary street type within the Clarendon area. They move the highest volume of vehicular traffic and pedestrian activity within and through Clarendon and are characterized by multiple travel lanes, on-street parking, bike lanes, and provisions for a comfortable pedestrian experience. Main streets are also the primary transit routes. These are the streets on to which the highest density development fronts and also the location for the most intensive street and sidewalk activity and lighting. Within the Clarendon area, Clarendon and Wilson Boulevards and 10th Street are the major east-west connections and Washington Boulevard (to Kirkwood Street) serves as the principal linkage between Arlington Boulevard to the south and Lee Highway to the north. Medians and turn lanes are a feature for some of the main streets. Direct driveway access should be discouraged along main streets, but may be considered if site access from tertiary streets or alleys is not feasible or where preservation of historic structures does not allow for the creation of alleys or tertiary streets. Likewise,

tertiary streets and alleys should generally be located off of secondary streets, rather than main streets.

**Secondary Streets.** Secondary streets supplement Clarendon's main streets and provide access within the district and between the district and surrounding areas. While supporting a lower volume of vehicular traffic, these secondary streets allow alternative routes to reduce traffic volume on the main streets and provide a series of options for pedestrian and vehicular travel between local destinations. These streets are characterized by a single traffic lane in each direction, on-street parking and streetscapes that provide a comfortable pedestrian environment. 13th Street North, Fairfax Drive, North Kirkwood Road, and North Irving, North Hudson, North Herndon, North Hartford, North Highland, North Garfield, and North Fillmore Streets are defined as secondary streets in the Clarendon hierarchy. Limited driveway access may be considered if site access from tertiary streets or alleys is not feasible or where preservation of historic structures does not allow for the creation of alleys or tertiary streets.

**Tertiary Streets & Alleys.** Tertiary streets and alleys support the lowest volumes and speeds of vehicular travel within Clarendon and provide connections between secondary streets and access to service bays, loading areas and garages. Tertiary streets offer narrow travel lanes, on-street parking where rights-

of-way permit, and sidewalks with 6 feet-wide clear zones, and street trees. Alleys do not usually provide separate walkways or landscaped areas.

Service and loading functions for buildings are intended to occur from the alleys and tertiary streets. The new streets envisioned in this Plan will provide new access to those buildings that front on main streets such as Wilson and Washington Boulevards.

## Street-by-Street Recommendations

### Main Streets

**Wilson Boulevard. (Figures 2.24-2.26)** Wilson Boulevard is the primary east-west connection in the Rosslyn-Ballston Corridor. Between Washington Boulevard and the Rosslyn station area, Wilson Boulevard exists as the complement to Clarendon Boulevard in a one-way pair system. West of the Washington Boulevard intersection, Clarendon Boulevard merges into Wilson Boulevard and continues as a two-directional street through to Virginia Square and beyond the Arlington County border.

Wilson Boulevard, east of North Fillmore Street, would contain an 83'-0" building face-to-building face dimension. This measurement includes adequate space for 20' sidewalks, on-street parking lanes, a 6'

dedicated bike lane, and two travel lanes, 10' and 11' in width. In instances where building preservation is desired, sidewalk widths may be reduced to between approximately 10' and 14' to achieve that objective, so long as at least 6' of sidewalk clear width is maintained exclusive of tree pits and street furniture. At Central Park, the roadway of Wilson Boulevard remains the same; however, the streetscape conditions adjacent to historic resources and along Central Park may differ.

While still existing as a fundamental component of the street hierarchy, Wilson Boulevard's character changes west of Washington Boulevard, as it merges with Clarendon Boulevard. By providing comfortable 14' and 18' sidewalks, on-street parking lanes, and 42' of travel lanes, Wilson Boulevard's building face-to-building face dimension would change to 91'-0". On-street parking is provided along the entire length of the south edge and a portion along the north edge, west of the former Clarendon Citizens Hall and Kirby Garage buildings.

**Clarendon Boulevard. (Figures 2.27-2.28)** As mentioned above, Clarendon Boulevard exists as a one-way pair with Wilson Boulevard east of Washington Boulevard. West of Washington Boulevard, Clarendon Boulevard joins with Wilson Boulevard and continues southwest to Virginia Square. Clarendon Boulevard east of Clarendon Central Park would retain an 83'-0" building face-to-building



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face dimension. This allows for 20' sidewalks, on-street parking lanes, a 6' dedicated bike lane, and two automobile travel lanes, 10' and 11' in width.

Where Clarendon Boulevard borders Central Park, no on-street parking is provided along the park frontage, thus preserving valuable park land. The cross-section of this portion of Clarendon Boulevard allows for a 20' sidewalk, a 6' bike lane, two 11' travel lanes, and on-street parking on the south side of the street.

**Washington Boulevard. (Figures 2.29-2.31).**

Washington Boulevard serves as a primary northwest/southeast connection in the Clarendon area. Like Wilson and Clarendon Boulevards, Washington Boulevard changes character as it traverses the district. Washington Boulevard west of Central Park would maintain a 81'-0" building face-to-building face dimension that accommodates 18' sidewalks and four travel lanes totaling 45' in width. The roadway would be realigned to create a more linear street with wider sidewalks, while respecting existing buildings along Washington Boulevard. The existing intersection at Washington Boulevard and 13th Street would be reconfigured to create a more regular, right angle T-intersection. On-street parking may be accommodated through off-peak use of curb lanes in this stretch of Washington Boulevard.

East of North Hudson Street, Washington Boulevard gains a median and offers 18' wide sidewalks, on-street parking lanes, and a 10' wide median with shy lines that divides 42' of travel lanes to provide a 104'-0" building face-to-building face dimension. On-street parking is provided along Washington Boulevard wherever possible to provide short-term parking for residents and visitors to Clarendon. Curb lines remain the same in most places except for slight roadway realignments and the addition of nubs to shorten pedestrian crossing distances at intersections. In addition, medians would be lengthened to provide pedestrian refuges at intersections or altered to maintain consistent lane widths and turn lanes.

**10th Street. (Figure 2.32).** In addition to Washington Boulevard, 10th Street serves as a major east-west connection in Clarendon's southern area. With a 100'-0" building face-to-building face measurement, 10th Street allows for ample sidewalks, on-street parking lanes, and a 10' wide, landscaped median with shy lines separating 21' of travel lanes on either side. The sidewalk width would be enhanced on the south side of the blocks between Wilson Boulevard and North Irving Streets. Nubs and on-street parking are recommended for both sides of 10th Street between Wilson and Washington Boulevards. Medians would be extended up to intersections to provide pedestrian crossing refuges. When necessary, medians would be reconfigured

to maintain the alignment of 10th Street. West of Wilson Boulevard, the curb line and medians of 10th Street would be moved south to gain sidewalk space. On-street parking on both sides of the street is recommended.

The 10th Street /North Irving Street intersection should be modified through the installation of curb nubs, high-visibility crosswalks, a refuge median and enhanced signage to improve the ease and safety of pedestrians crossing there. Redevelopment of the blocks to the north of 10th Street at Irving Street should consider the need for the installation of a traffic signal and /or a dedicated left-turn lane for eastbound 10th Street traffic turning north onto Irving Street.

While redevelopment is not anticipated for much of the 10th Street frontage east of Washington Boulevard, some modifications to the road, sidewalk, and crosswalk conditions are needed to improve pedestrian crossings. It is anticipated that the design solutions would be examined as part of a future County arterial improvement project and through nearby redevelopment.

## Secondary Streets

**North Kirkwood Road. (Figure 2.33).** Between Fairfax Drive and Washington Boulevard, removal of the medians along North Kirkwood Road is recommended. Curb lines should shift inward to allow for wider, 14' sidewalks along both sides of the road. Removal of the median and reduction in travel lanes from four to two would provide for on-street parking and bike lanes in both directions. However, two approach lanes should be provided at each of the road's traffic signals at Washington Boulevard and Fairfax Drive to facilitate left turn movements without disruption of through traffic.

**13th Street. (Figure 2.34).** Removal of the medians along 13th Street is recommended. Curb lines should shift inward to allow for wider sidewalks and stoops on the south side of the block as well as wider sidewalks and planting strips along the north side. While still providing ample room for travel lanes to accommodate traffic volume and on-street parking on either side of the street, the residential character of 13th Street would be improved. In addition, the street should be realigned to provide a right-angle intersection with Washington Boulevard.

**Fairfax Drive.** Fairfax Drive provides a unique opportunity for the creation of a new public park and market, as well as space for parking. Fairfax Drive, east of 10th Street, should be reconfigured

to accommodate vehicular circulation and parking within an environment that is designed to be more pedestrian-oriented and flexible than it is today. The existing building face-to-building face dimension of 94'-0" would allow for the design of a multi-use space with wider sidewalks and a higher quality streetscape environment. East of a new North Ivy Street, a space is created for a new urban plaza, whereby possible public market and community events could spill into the flexible, re-designed adjacent segment of Fairfax Drive on certain occasions. The intersection of Fairfax Drive at North Kirkwood Road and 10th Street would also be reconstructed with nubs and enhanced crosswalks to improve pedestrian conditions

**North Irving Street. (Figure 2.35).** North Irving Street's connection to Washington Boulevard, south of the Clarendon-Wilson-Washington intersection, should be removed to create a safer and less complex intersection. North Irving Street would instead jog right north of the existing Verizon building and connect with North Hudson Street via a newly created segment of 10th Road. North Irving Street's access from Wilson Boulevard north of the circle would continue to be limited to northbound traffic only; however, two-directional travel would be permitted on Irving Street from the alley (approximately 60' north of Wilson Boulevard) to 13th Street. Changing North Irving Street's access to Washington and Wilson Boulevards relieves the pressure on the Washington-Wilson-Clarendon

intersection, while still providing route alternatives in the Clarendon area.

On both sides of the Clarendon-Wilson-Washington intersection, 14' wide sidewalks, on-street parking lanes, where possible, and two 10' travel lanes for a typical building face-to-building face dimension of 64'-0" should be provided. The wider travel lanes allow cars and delivery trucks to pass safely and provide sufficient room for emergency vehicle navigation.

**North Hudson Street. (Figure 2.35)** Minor changes to North Hudson Street are recommended. North Hudson Street's building face-to-building face dimension varies depending on the presence of on-street parking; however, 14' wide sidewalks and 10' travel lanes are provided along the length of Hudson Street. On-street parking exists on North Hudson Street south of Washington Boulevard on the east side of the street and along the west side of the street north of Wilson Boulevard. Nubs are planned for Hudson Street where parking lanes exist. Narrowing Hudson Street, south of Washington Boulevard would provide for a wider sidewalk on the east side adjacent to the historic Clarendon Post Office and on-street parking on the west side.

**North Herndon and North Hartford Streets. (Figure 2.35).** North Herndon and North Hartford Streets' building face-to-building face dimension allows for 14' wide sidewalks and 10' travel lanes, similar to

both North Irving and Hudson Streets. Herndon Street would only be altered slightly because of the addition of on-street parking on the west side of the street from the alley to 13th Street. Nubs are added to the First Baptist Church of Clarendon block to accommodate on-street parking on the east side of Hartford Street.

**North Highland Street. (Figure 2.41)** The character of North Highland Street changes from the residential areas north of Wilson Boulevard through the Clarendon core and back to a residential area south of 10th Street. Because of these varying demands on North Highland Street, the building face to building face dimension varies along the street's length.

North of Wilson Boulevard, nubs should be added to the church block to provide protected on-street parking on the west side of the block and to reduce pedestrian crossing distances. The intersection of North Highland Street and Wilson Boulevard has recently been improved to better align Highland Street as it crosses Wilson and Clarendon Boulevards and eliminate the free-right turn lane, to enhance pedestrian safety. Part of the formerly paved roadway area has been used to create additional sidewalk area for the block bordered by North Highland Street, Wilson Boulevard, North Garfield Street, and North Franklin Street. This reduces the pedestrian crossing distances across North Highland Street and Wilson

Boulevard and provides for additional on-street parking and a better streetscape.

North Highland Street's curb line shifts west between Wilson and Clarendon Boulevards to provide a wider sidewalk on the block bordered by Wilson Boulevard, Highland Street, Clarendon Boulevard, and Garfield Street. Because of this shift, the sidewalk fronting the Underwood Building increases to 13' wide. In addition, the changed curb line location allows for the alignment of Highland Street across Wilson and Clarendon Boulevards as it moves toward Washington Boulevard.

Between Clarendon and Washington Boulevards, North Highland Street maintains a 79'-0" building face-to-building face dimension which would provide for 18' wide sidewalks, on-street parking on the east side of the street, and a total of 41' for four travel lanes. On the east side of Highland, the sidewalks would be 18' wide, except where adjacent to historic structures, where the width may be less. A conversion from four travel lanes, two per direction, to two travel lanes plus an additional northbound travel lane at the approach to Clarendon Boulevard and a southbound lane at the approach to Washington Boulevard would provide additional space for parking along the west side and for a wider east-side sidewalk. Approximately 9' of roadway would be gained on the east portion of North Highland Street between 11th Street and Washington Boulevard to provide

alignment of North Highland Street as it intersects Washington Boulevard and allow for the addition of bicycle lanes. With 9' and 10' wide travel lanes, 5' wide bicycle lanes can be accommodated. Where parking is not provided and the bicycle lane is adjacent to the curb it can be marked at 4' wide.

Finally, nubs would be added to North Highland Street south of Washington Boulevard to minimize the pedestrian crossing distances. Approximately 6' of the east side of North Highland Street would be reclaimed to allow for on-street parking. North Highland Street south of 10th Street would maintain its current configuration.

**North Garfield Street. (Figure 2.35).** North Garfield Street, like North Highland Street, bisects Clarendon's core. This street would be narrowed between Wilson and Clarendon Boulevards and between 11th Street and Washington Boulevard to allow for wider sidewalks and on-street parking where indicated in the illustrative concept plan. Nubs would be added at Washington Boulevard, Clarendon Boulevard, and 10th Street to provide alignment and shorten pedestrian crossings at these intersections. The typical building face-to-building face dimension on North Garfield Street of 64'-0" allows sufficient space for 14' wide sidewalks, on-street parking lanes when possible, and two 10' travel lanes.



**North Fillmore Street.** Similar to North Garfield Street, only slight changes to the current condition of North Fillmore Street are recommended. Again, nubs would be added at Wilson and Clarendon Boulevards, in addition to the new 11th Road and 11th Street, to supply on-street parking and reduce pedestrian crossing distances. The typical building face-to-building face dimension on North Fillmore Street exists as 66'-0", with room for 14' wide sidewalks, on-street parking lanes, and two 10' travel lanes. On-street parking would be provided in both directions along the length of Fillmore Street, with the exception of the east side of the street between 11th and 10th.

**9th Road North.** A new segment of 9th Road North is recommended between North Highland and North Garfield Streets. By adding this new street segment, a better building form and improved circulation can be achieved.

### Tertiary Streets

Several new tertiary streets are recommended to improve accessibility, support local travel, and ease the burden on the arterial network. The typical building face-to-building face dimension of tertiary streets in Clarendon is 53'-6" to accommodate 12' sidewalks, on-street parking on at least one side of the street, and 21'-6" of travel lanes. The new tertiary streets shown in Figure 2.36, are:

- a new street (11th Road) has been constructed from North Fillmore Street to North Garfield Street as part of the approved Station Square site plan project;
- an extension of 12th Street is proposed from North Hudson Street to Washington Boulevard through the two blocks bordered by 1) 13th Street, Hudson Street, Irving Street and Wilson Boulevard and 2) 13th Street, Irving Street, Washington Boulevard and Wilson Boulevard.
- a new east-west street (10th Road) is proposed between North Hudson Street and Wilson Boulevard north of 10th Street to provide mid-block access to service frontages and parking entries;
- a new north-south street (North Ivy Street) is proposed between Wilson and Washington, with segments north and south of Fairfax Drive having varied characters and functions: 1) Between Wilson and Fairfax, the segment of this new street is proposed between the Kirby Garage and Clarendon Citizens Hall buildings; this segment south of Fairfax should be designated for pedestrian, bicyclist, and service access for the two buildings, as well as for vehicular access in emergency situations only; this segment should be designed similar to a plaza to accommodate pedestrian and bike circulation, with one travel way approximately 15 feet in width with two dedicated sidewalks at least 6 feet wide along Kirby Garage

and 12 feet wide adjacent to Clarendon Citizens Hall; however, the surface should also support service to the buildings, as well as accommodate vehicles if space is needed in emergency situations to divert vehicles from Wilson Blvd.; and future determination to use the space for through traffic should be deferred until a specific proposal for adaptive reuse of the buildings is considered; 2) North of Fairfax, a new segment with two travel lanes, on-street parking along the western edge, and new sidewalks should connect up to Washington Boulevard at the proposed terminus of a new segment of 12th Street North.

- a new segment of 9th Road North is proposed between North Highland and North Garfield Streets to improve access to any future redevelopment.

The locations of the new streets shown in the figures are approximate. Exact locations will be fixed as part of detailed engineering studies and discussions with property owners.

## STREET SECTION KEY

Map 2.11

### Main Streets

- 1 Wilson Blvd. West of Washington Blvd.
- 2 Wilson Blvd. at Central Park
- 3 Wilson Blvd. Between Danville & Highland
- 4 Clarendon Blvd. at Central Park
- 5 Clarendon Blvd. Between Highland & Garfield
- 6 Washington Blvd. Between 13th & Wilson
- 7 Washington Blvd. Between Irving & Hudson
- 8 Washington Blvd. East of Hudson
- 9 10th Street at Irving

### Secondary Streets

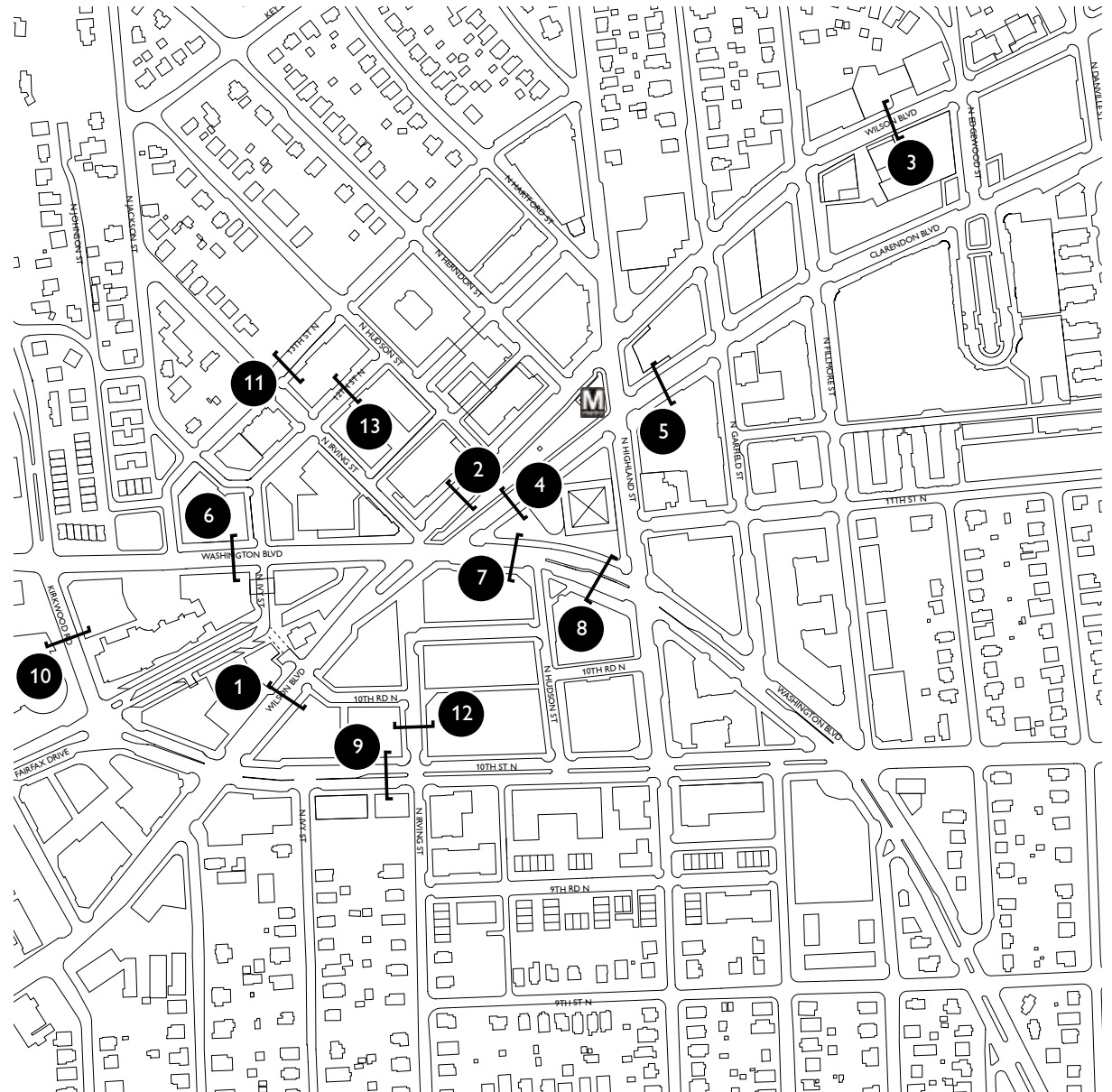
- 10 Kirkwood Rd Between Fairfax & Washington
- 11 13th Street Between Irving & Hudson
- 12 Irving St South of Washington Blvd.

### Tertiary Streets

- 13 12th St Between Hudson & Irving

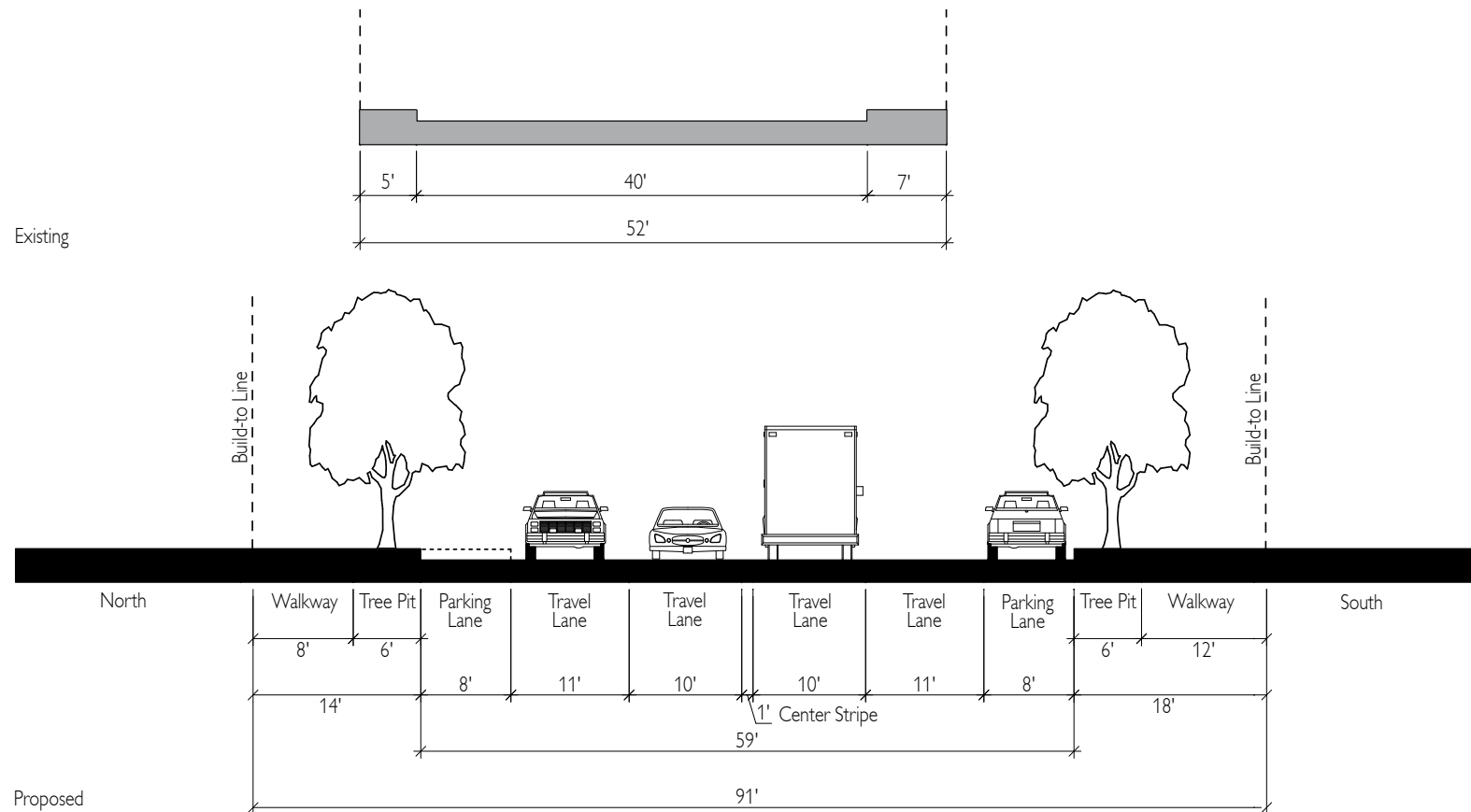


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**1 MAIN STREET SECTION: WILSON BOULEVARD WEST OF WASHINGTON BOULEVARD LOOKING EAST**

Figure 2.24

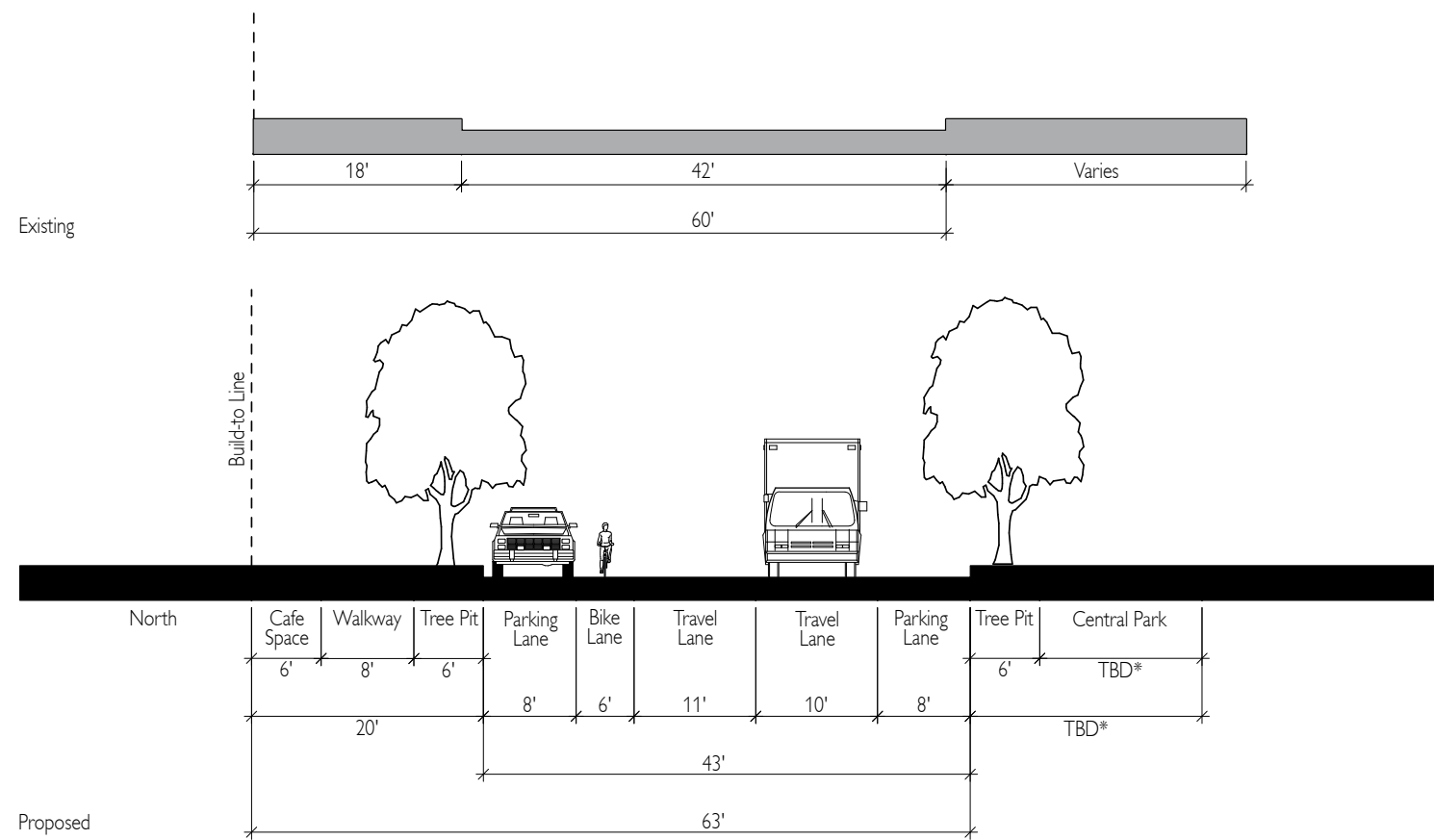


Notes: Sidewalk width could vary to accommodate older buildings designated for preservation.  
Parking lane includes 1.5' curb and gutter.



2 MAIN STREET SECTION: WILSON BOULEVARD AT CENTRAL PARK LOOKING EAST

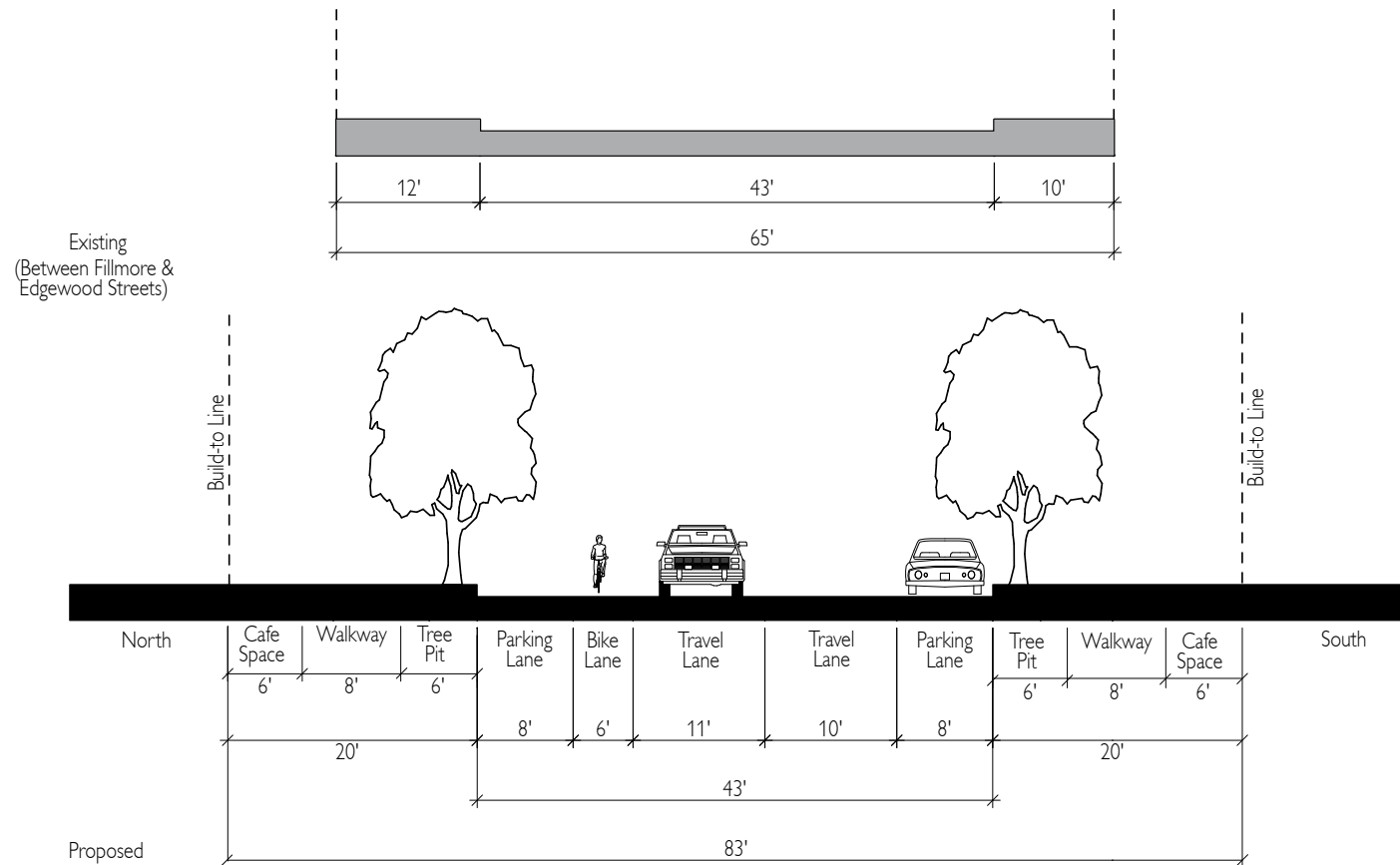
Figure 2.25



Note: Parking lane includes 1.5' curb and gutter.  
\*Dimensions will be determined during a planning and design process for Central Park.

**3 MAIN STREET SECTION: WILSON BOULEVARD BETWEEN NORTH DANVILLE & NORTH HIGHLAND STREETS LOOKING EAST**

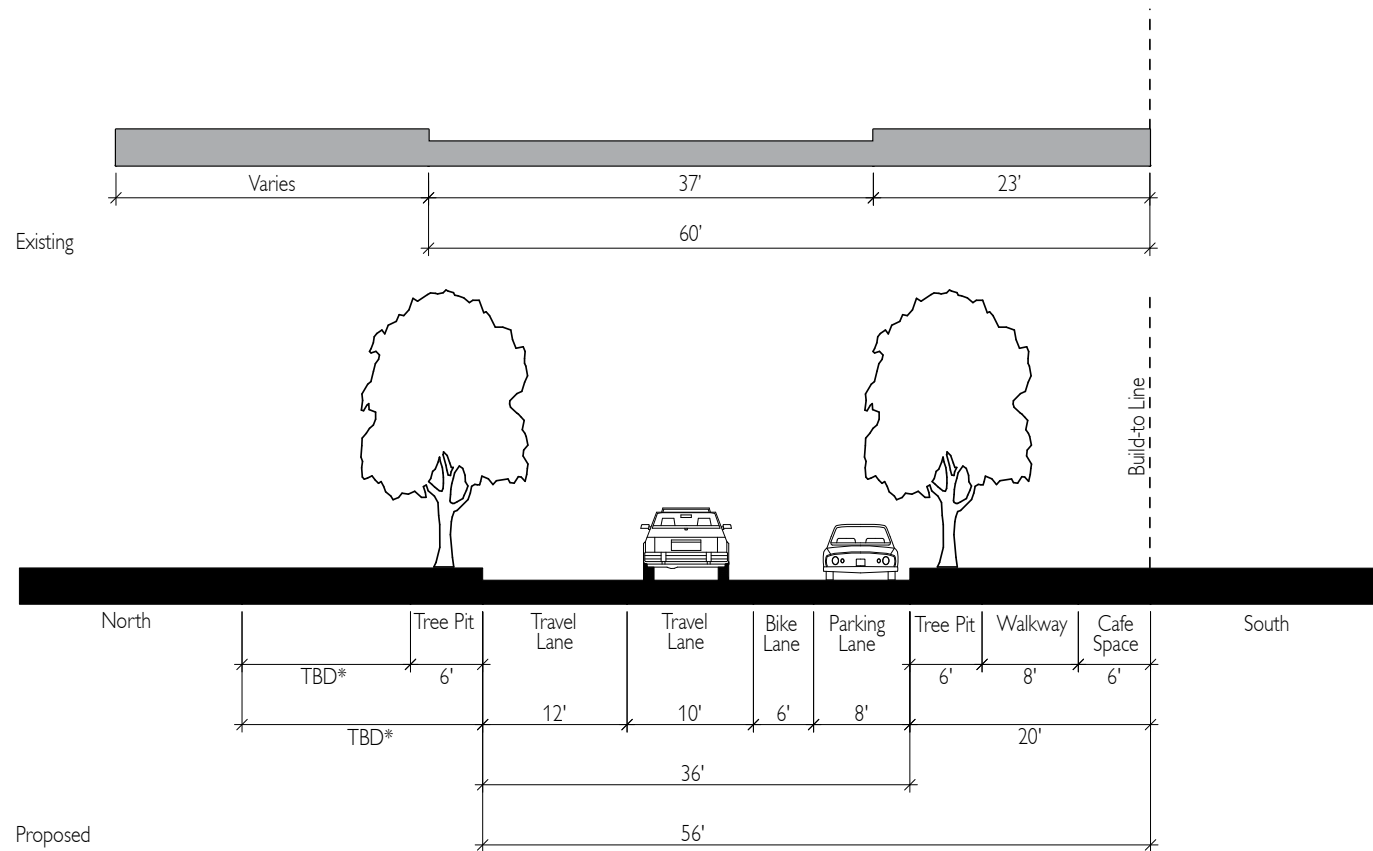
Figure 2.26



Notes: Sidewalk width will vary to accommodate older buildings designated for preservation.  
Parking lane includes 1.5' curb and gutter.

**4 MAIN STREET SECTION: CLARENDON BOULEVARD AT CENTRAL PARK LOOKING EAST**

Figure 2.27



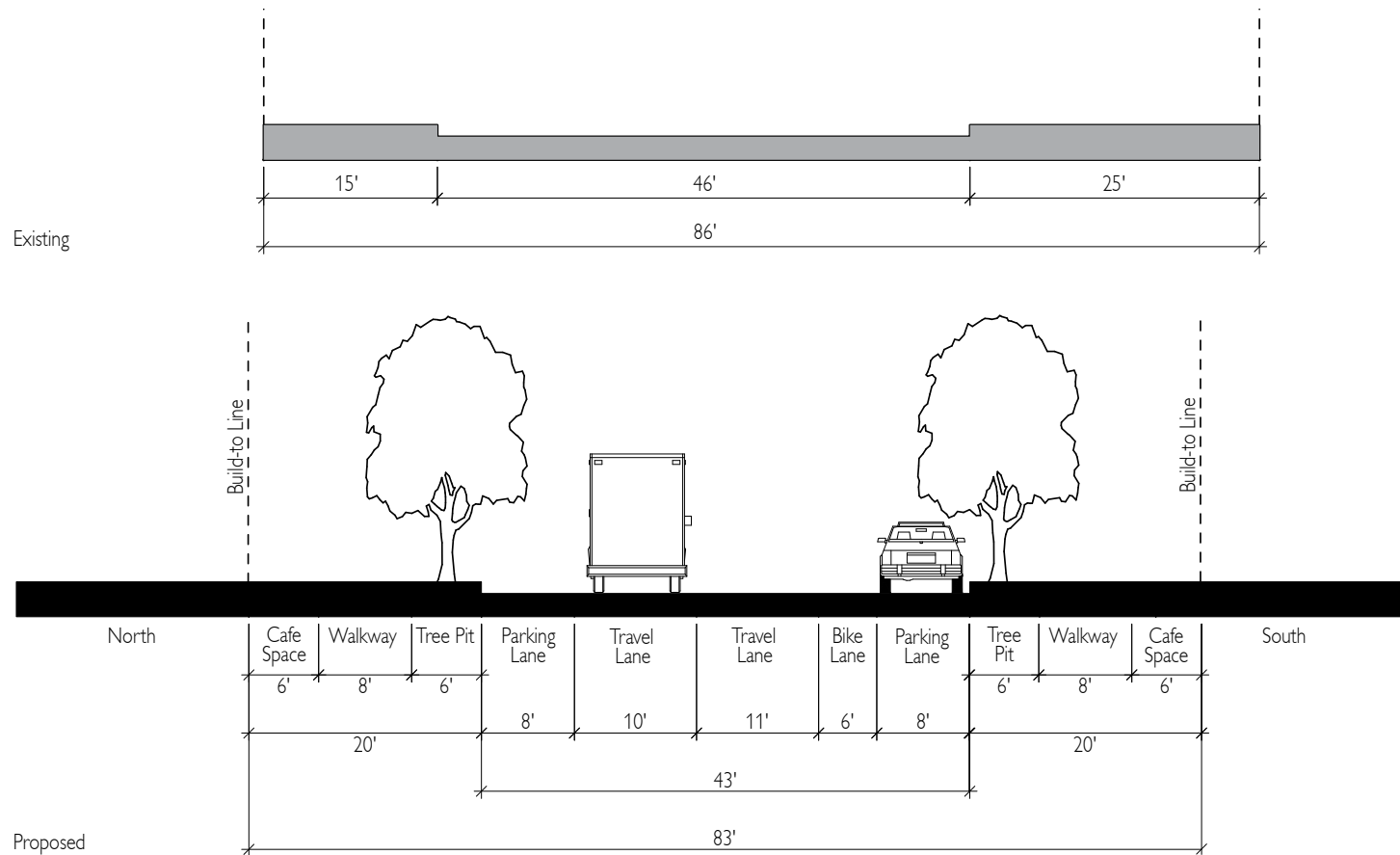
Note: Parking and curbside travel lane includes 1.5' curb and gutter.

\*Dimensions will be determined during a planning and design process for Central Park.



**5 MAIN STREET SECTION: CLARENDON BLVD. BETWEEN NORTH HIGHLAND & NORTH GARFIELD STREETS LOOKING EAST**

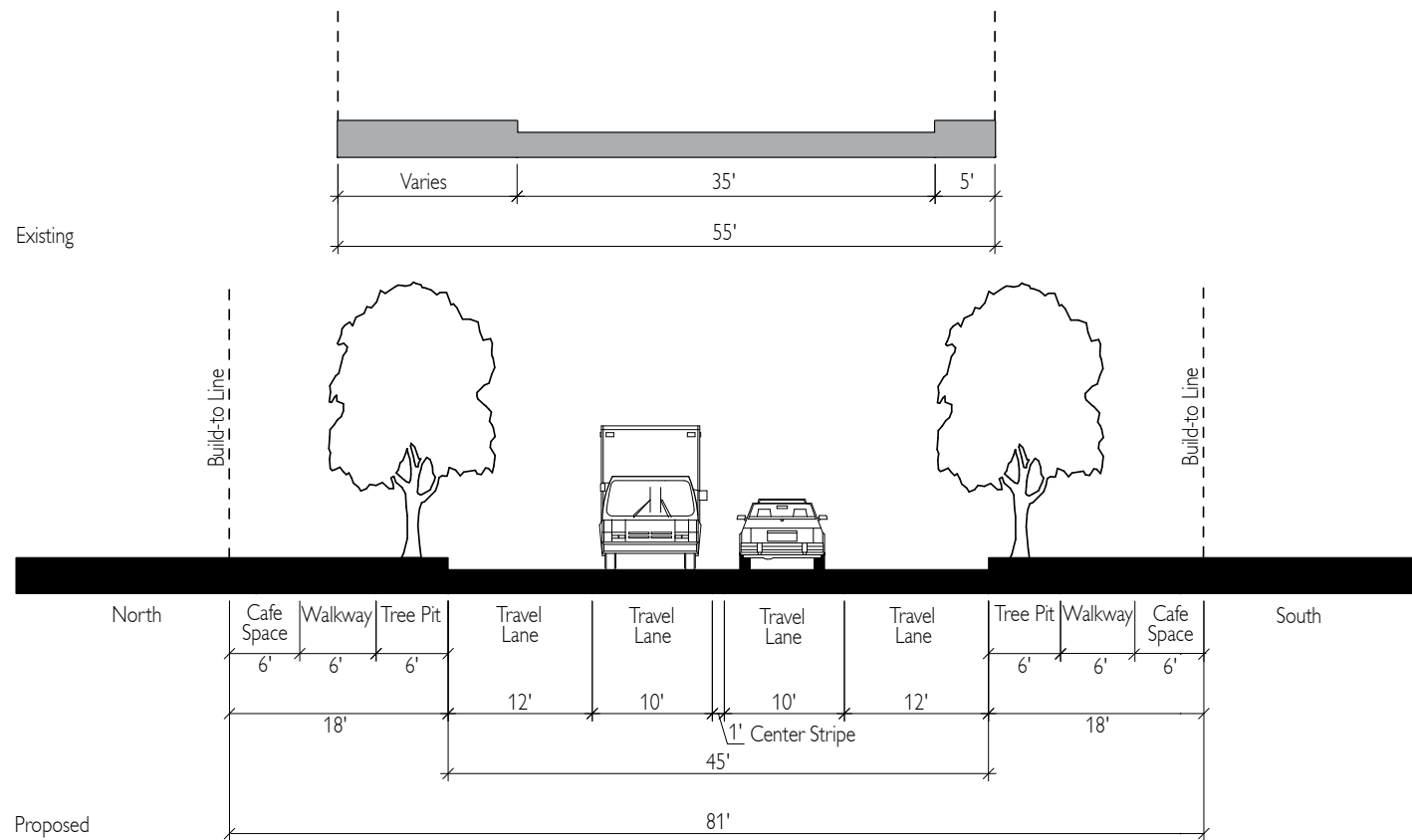
Figure 2.28



Note: Parking lane includes 1.5' curb and gutter.

**6 MAIN STREET SECTION: WASHINGTON BOULEVARD BETWEEN 13TH STREET & WILSON BOULEVARD LOOKING EAST**

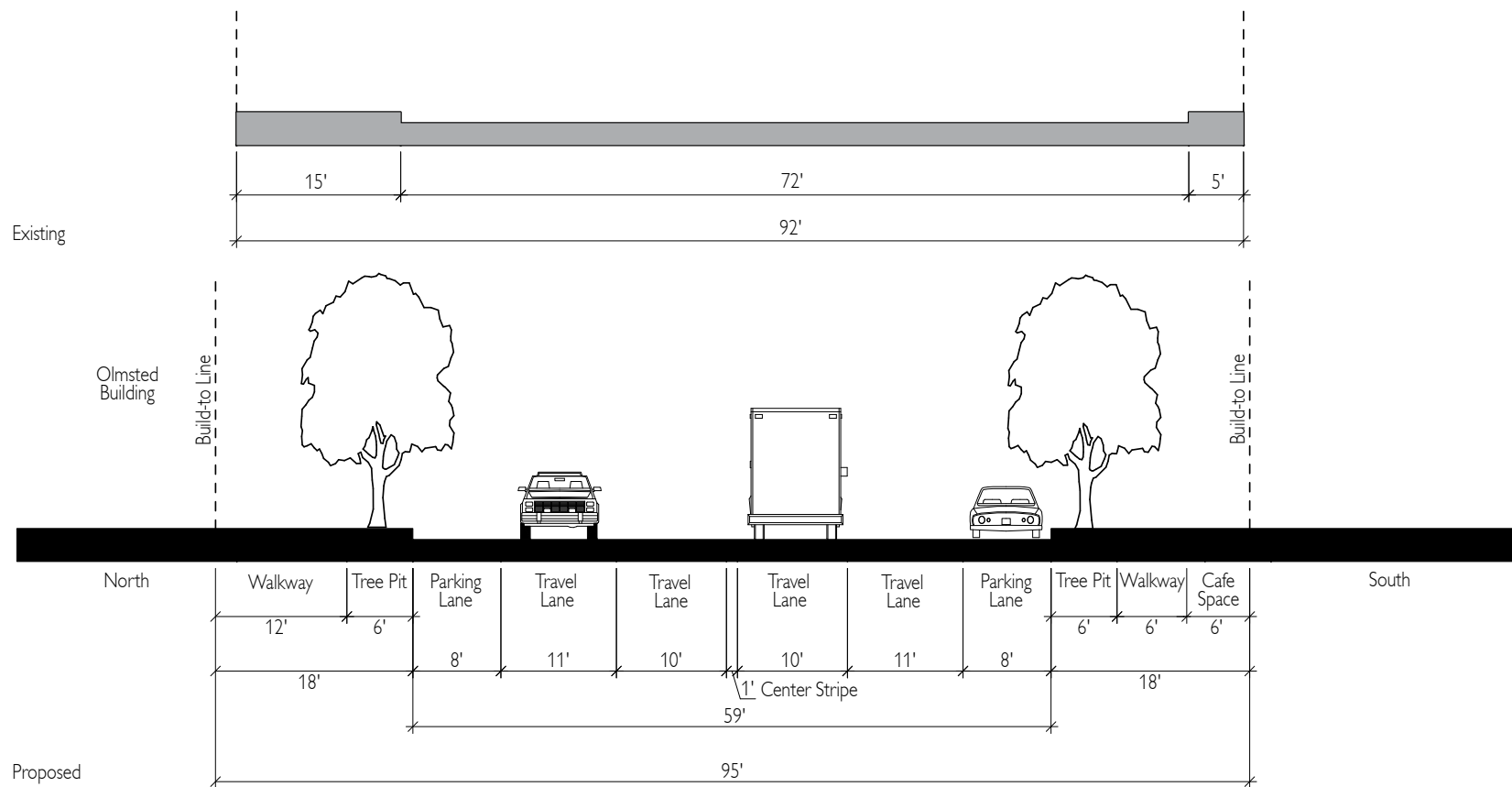
Figure 2.29



Notes: Curbside travel lanes serve as parking lanes in off-peak hours.  
Curbside travel lanes includes 1.5' curb and gutter.

**7 MAIN STREET SECTION: WASHINGTON BOULEVARD BETWEEN NORTH IRVING & NORTH HUDSON STREETS LOOKING EAST**

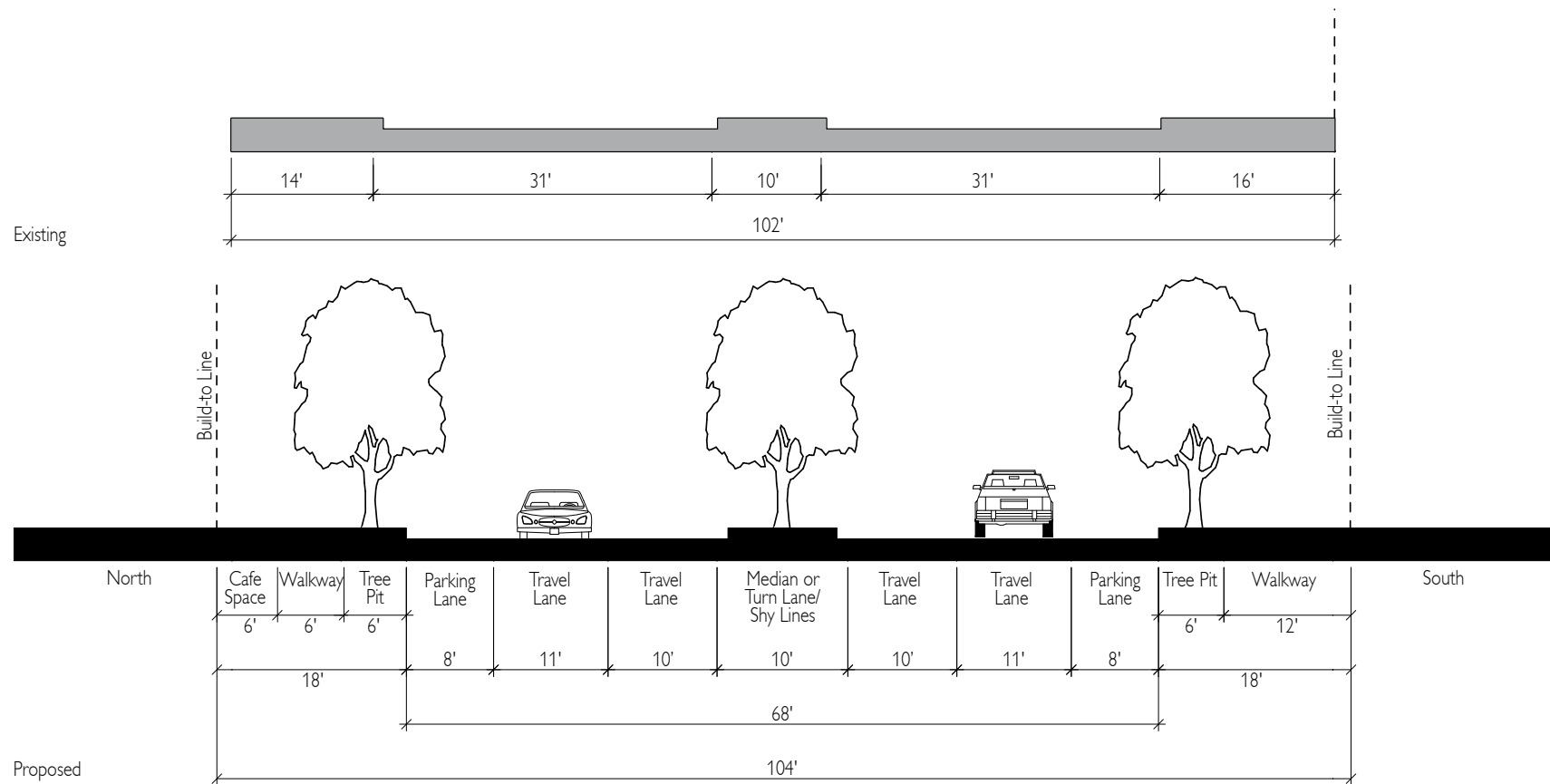
Figure 2.30



Note: Parking lane includes 1.5' curb and gutter.

**8 MAIN STREET SECTION: WASHINGTON BOULEVARD EAST OF NORTH HUDSON STREET**

Figure 2.31

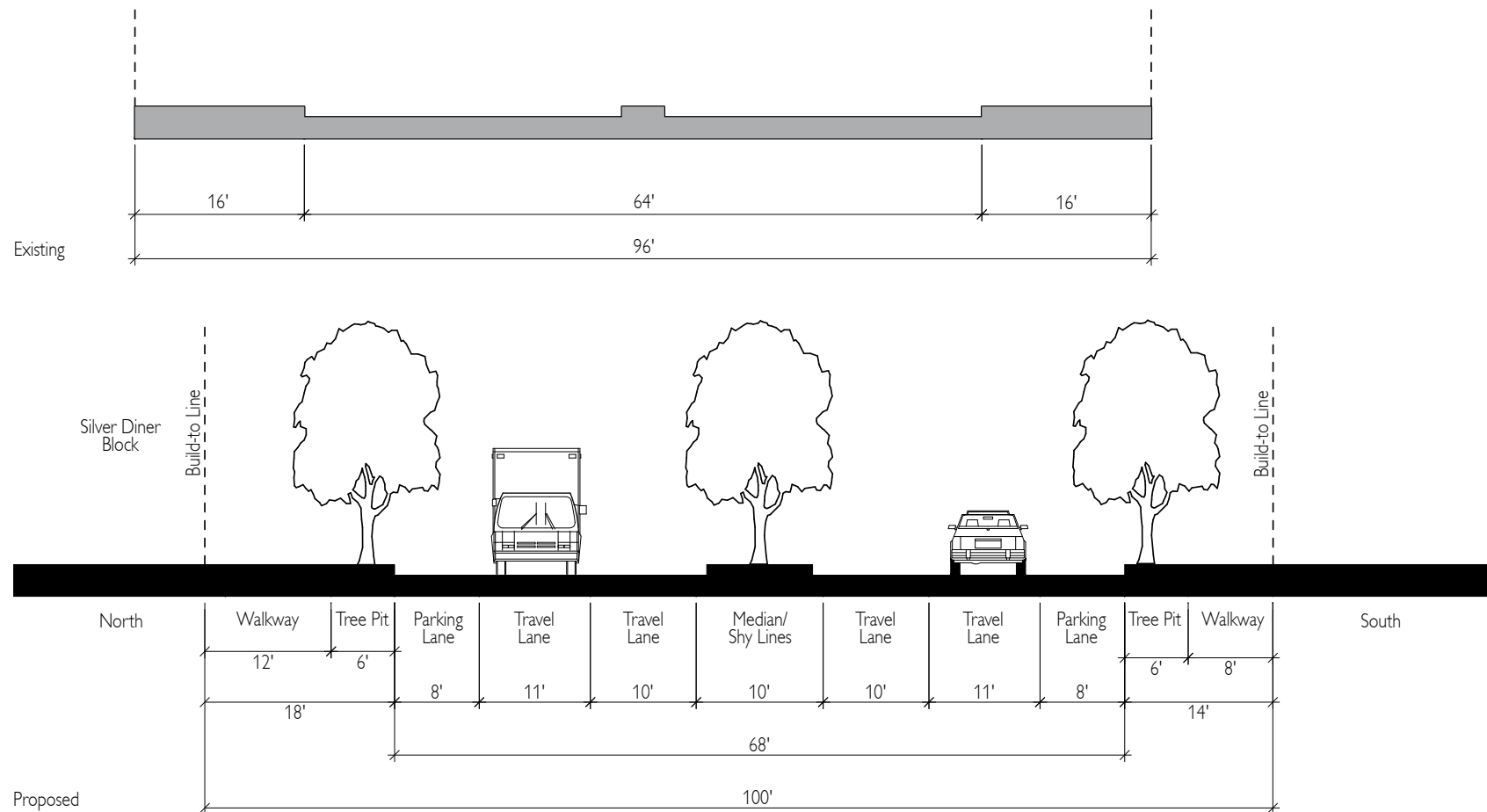


Note: Parking lane includes 1.5' curb and gutter.



**9 MAIN STREET SECTION: 10TH STREET AT NORTH IRVING STREET LOOKING EAST**

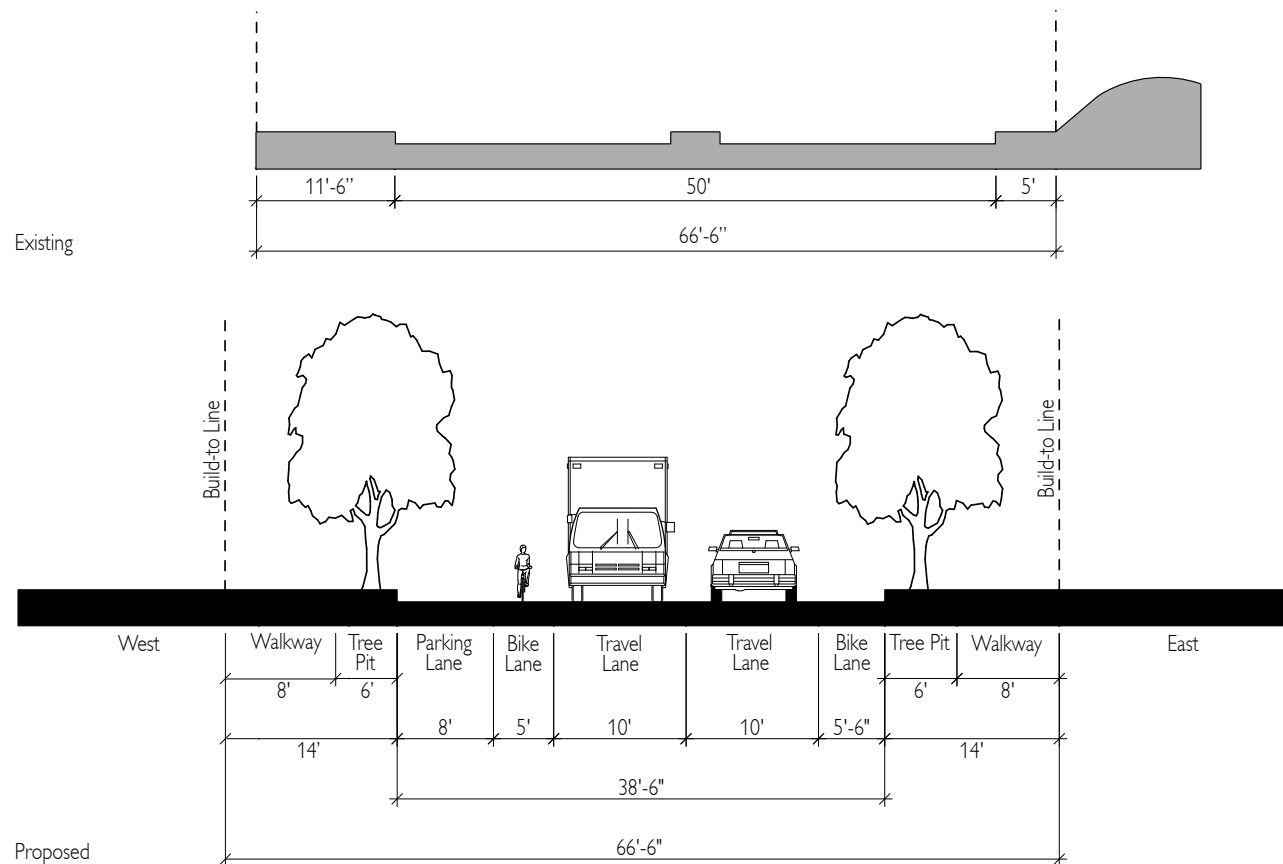
Figure 2.32



Note: Parking lane includes 2' curb and gutter per VDOT Road Requirements.

**10 MAIN STREET SECTION: NORTH KIRKWOOD ROAD BETWEEN FAIRFAX DRIVE & WASHINGTON BLVD. LOOKING NORTH**

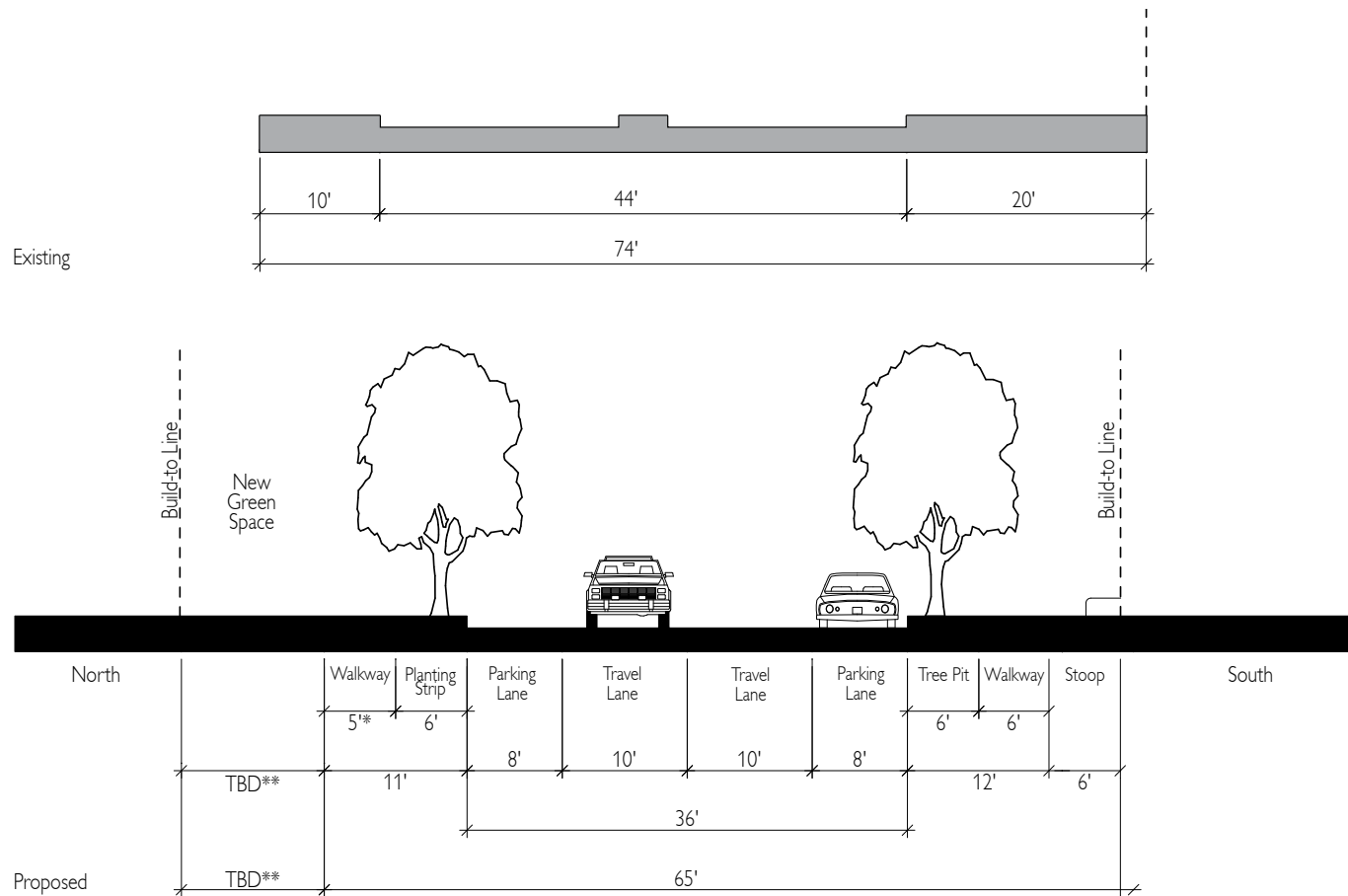
Figure 2.33



Note: Parking and curbside bicycle lane includes 1.5' curb and gutter.

# 11 SECONDARY STREET SECTION: 13TH STREET BETWEEN NORTH IRVING & NORTH HUDSON STREETS LOOKING EAST

Figure 2.34



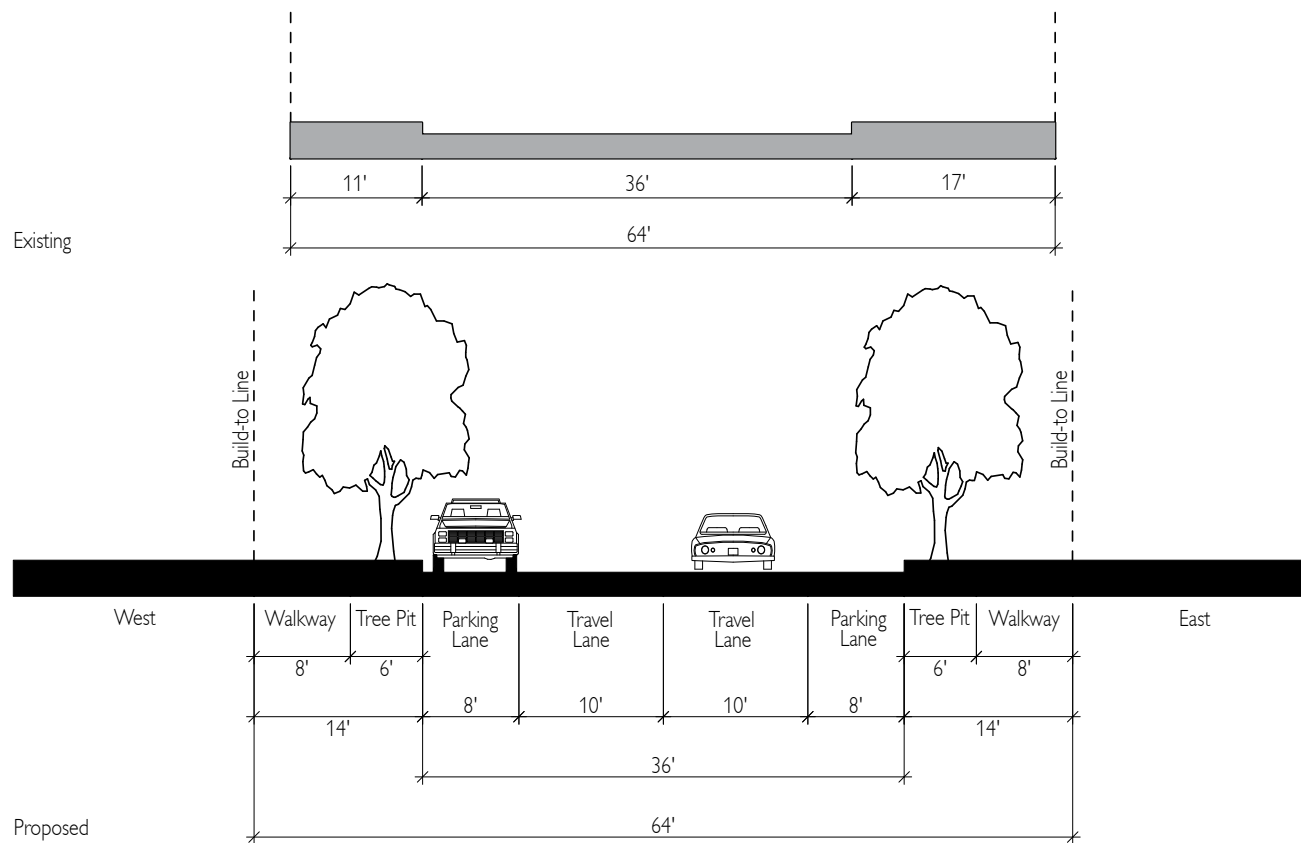
Notes: Stoops should be located on private property.  
 Parking lane includes 1.5' curb and gutter.

\* West of Irving Street this walkway dimension should be 6'.

\*\*Dimensions will be determined during a planning and design process for 13th Street.

**12** TYPICAL SECONDARY STREET SECTION: IRVING STREET SOUTH OF WASHINGTON BLVD. LOOKING NORTH

Figure 2.35

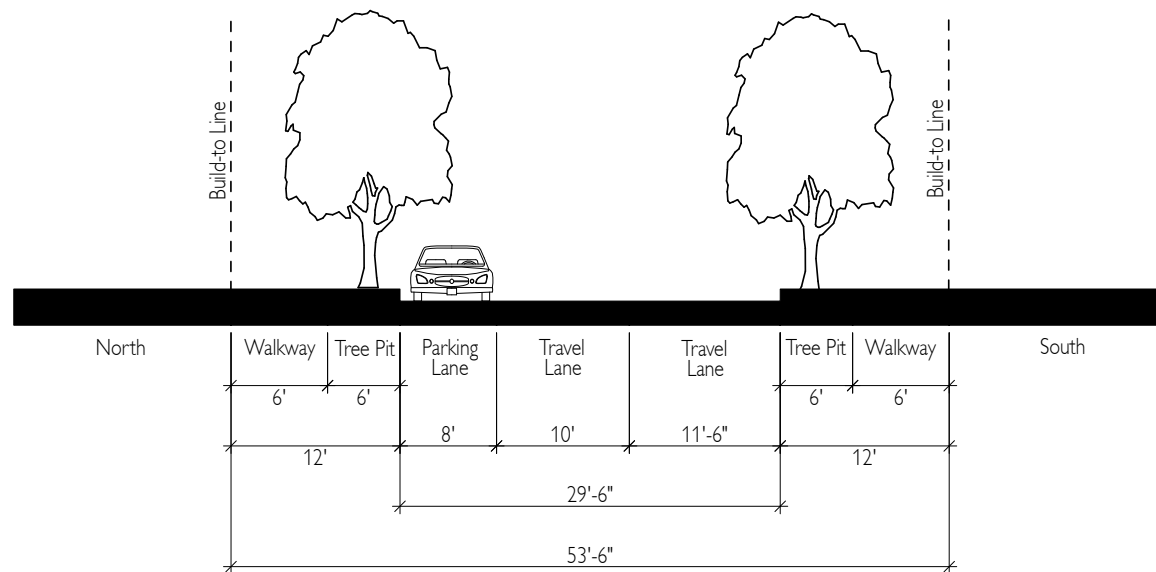


Notes: This section also applies to North Hudson, North Garfield, North Herndon, North Hartford and North Irving (north of Wilson Boulevard) Streets.  
Parking lane includes 1.5' curb gutter.



**13** TYPICAL TERTIARY STREET SECTION: 12TH STREET BETWEEN HUDSON & IRVING STREETS LOOKING EAST

Figure 2.36



Notes: 12th Street is a newly created street; therefore, no existing street section appears.  
This section also applies to other new tertiary streets (N. Ivy St., 10th Road N.).  
Parking and curbside travel lane includes 1.5' curb and gutter.

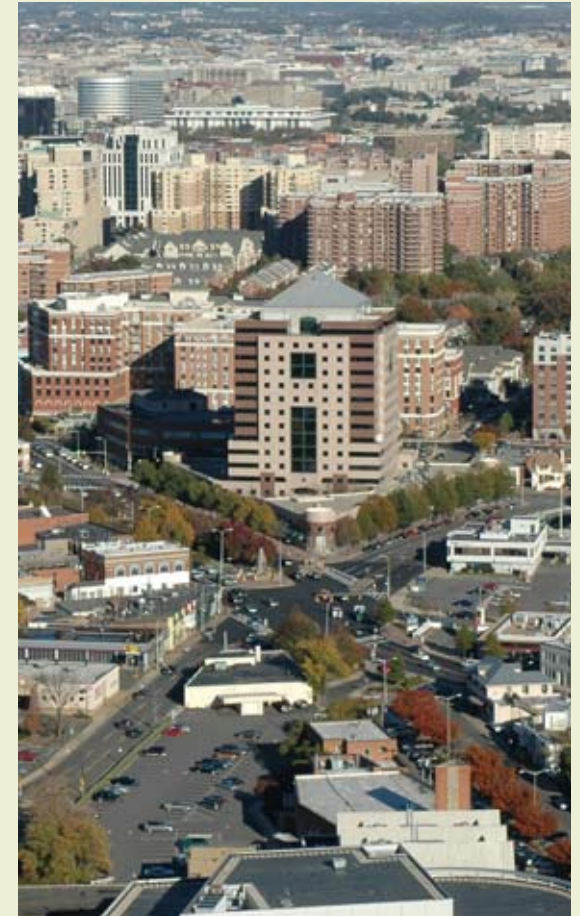
## Intersection Improvements

The goal of intersection improvements within Clarendon is to, whenever possible, better align streets, make intersections less complicated and safer, and reduce pedestrian crossing distances. These goals could be attained by narrowing travel lanes to provide wider sidewalks, shortening crossing distances by adding nubs at intersections, and straightening curb lines without causing any significant reductions in motor vehicle access or capacity. Improvements to the following five key intersections are described below:

- Washington-Wilson-Clarendon Boulevards (commonly known as the “Clarendon Circle”);
- Washington Boulevard and 13th Street;
- Wilson Boulevard and North Highland Street at the entrance to Metro;
- Washington Boulevard and 10th Street; and
- Wilson Boulevard and 10th Street.



Clarendon Circle - Circa 1962



Clarendon Circle - Circa 2006

**Washington-Wilson-Clarendon Boulevards (Clarendon Circle).** The intersection of Clarendon-Wilson-Washington Boulevards serves as a hub for the street network of Clarendon and influences the urban form of the surrounding area. This intersection has had many configurations, including a traffic circle (see photo on previous page). Improvements to this central core intersection would realign the east-west connections of Clarendon and Wilson Boulevards as they intersect Washington Boulevard. The resulting urban space would provide a sense of experience as one enters or exits central Clarendon.

As part of the sector planning process, a model of the area streets was developed to assist in the evaluation of alternative alignments and treatments for this key intersection. Among the alternatives tested were: an underpass crossing, a signalized traffic circle, an un-signalized roundabout, and several variations of the existing intersection's layout that modified alignments and closed some streets. Each alternative was evaluated based upon several criteria including: pedestrian accommodation, traffic capacity, urban design, impacts upon adjacent properties, construction cost, and community acceptance. Based upon those criteria, the underpass crossing, the signalized circle and the un-signalized roundabout were found to be less desirable than a reconfiguration of the existing intersection. In February 2006, the County Board affirmed that the underpass was not desirable and amended the Master Transportation Plan.

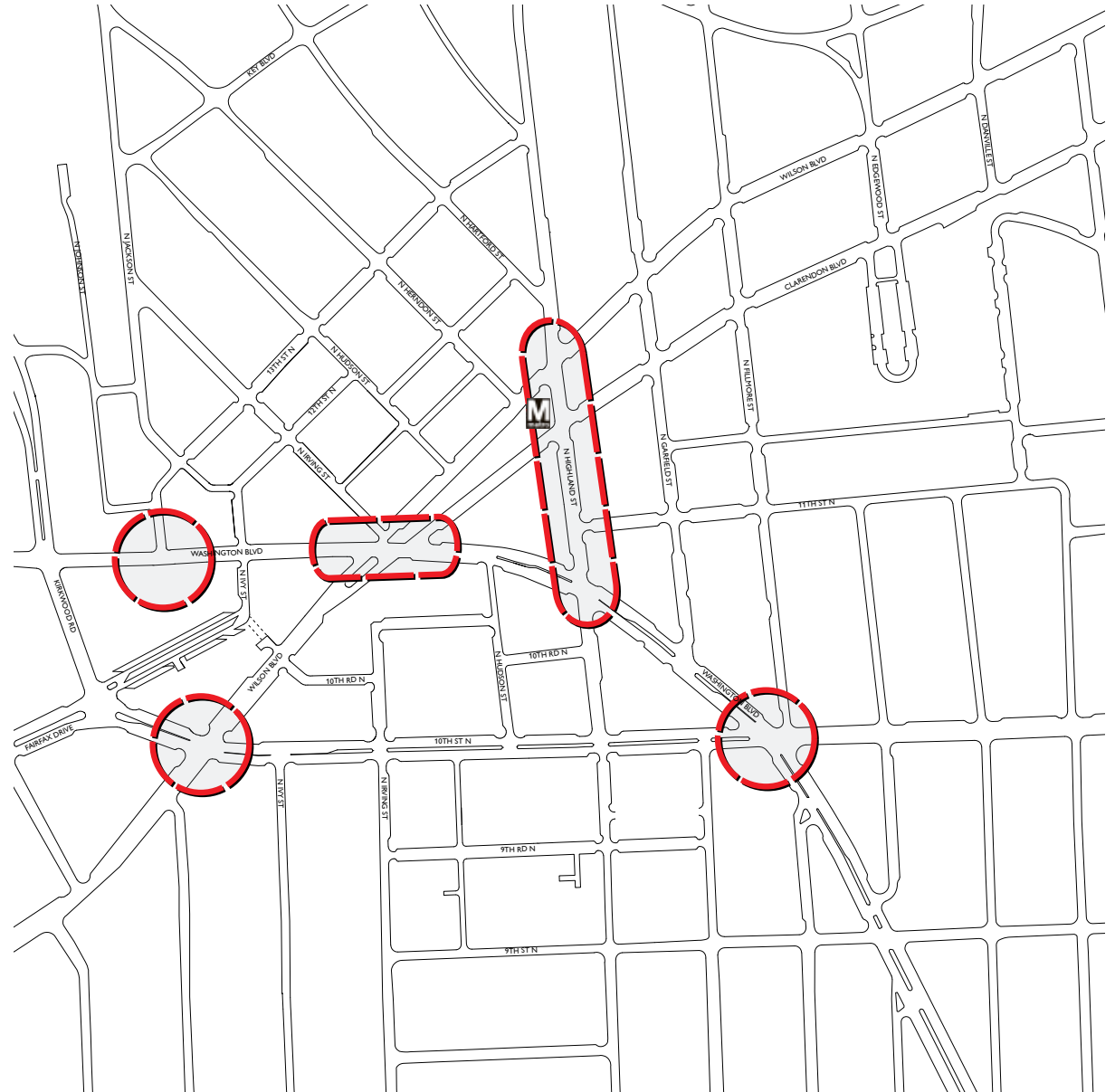
In the preferred option, a portion of North Irving Street south of the circle would be closed to reduce the number of streets at this major intersection. The remaining portion of North Irving Street would be realigned to connect with Hudson Street via a new segment of 10th Road. By reclaiming pavement on Wilson, Clarendon and Washington Boulevards, all become more tightly structured streets with curb lines that align better across the intersection. Realignment of Washington Boulevard west of the intersection is recommended to provide a more linear street that intersects Wilson and Clarendon Boulevards at more of a right angle. Wilson Boulevard, south of the intersection, shifts right of a new median to align with Clarendon Boulevard as it travels across Washington Boulevard. These shifts create an intersection that is straight forward and less confusing for drivers.

While the Washington-Wilson-Clarendon intersection improvements aid in enhancing the street network of Clarendon, its primary benefit is in improving pedestrian safety and reducing the perceived divide of Clarendon east and west of the "Clarendon Circle" intersection. The redesign substantially narrows pavement dimensions for pedestrian crossings, thereby making a safer pedestrian environment in Clarendon. The addition of open space at the intersection and the realignment of northbound lanes to meet Clarendon Boulevard create and define the urban space that centers on Clarendon's Central Park.

**Washington Boulevard & 13th Street.** The Washington Boulevard and 13th Street North intersection would be reconfigured to become a more standard T-shape through a straightening of Washington Boulevard and a realignment of 13th Street. The intersection will be simplified by the elimination of the diverter island and the reversible lane. Staff will evaluate whether this intersection or the proposed intersection of Washington Boulevard and 12th Street should include a traffic signal. 13th Street is to be reduced from four lanes to two, while Washington Boulevard will be changed from three lanes to four with elimination of the large landscaped island that currently exists at the intersection. Reclaiming and reallocating the roadways allows the creation of a small urban park west of 13th Street and a more attractive development block east of the intersection.

**Wilson Boulevard & North Highland Street.** The intersection of North Highland Street and Wilson Boulevard would be improved to align North Highland Street as it crosses Wilson and Clarendon Boulevards. In addition to the removal of the island and free-right hand turn from Wilson Boulevard to Highland Street constructed in 2006, the alignment would be achieved through the removal of the southbound right turn lane (onto Wilson Boulevard), the addition of curb nubs, and a minor westward shift of North Highland Street in the block between Wilson and Clarendon Boulevards. Part of the existing roadway would be

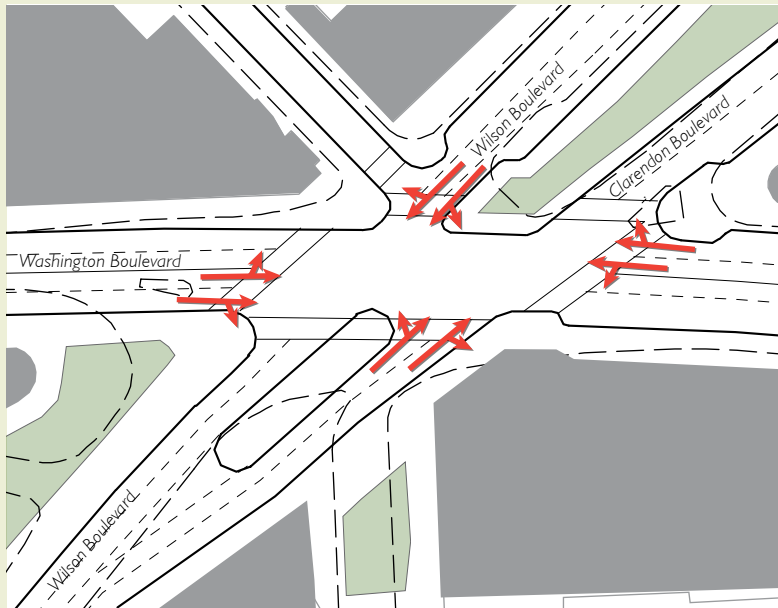
Map 2.12





## INTERSECTION IMPROVEMENTS: WASHINGTON BLVD., WILSON BLVD., CLARENDON BLVD., AND 13TH STREET

Figure 2.37



### Washington-Wilson-Clarendon Boulevards

The improved intersection results in an urban space that provides a sense of experience as one enters or exits the Central Park in Clarendon and serves as a hub for the street network of Clarendon.



### Washington Boulevard & 13th Street

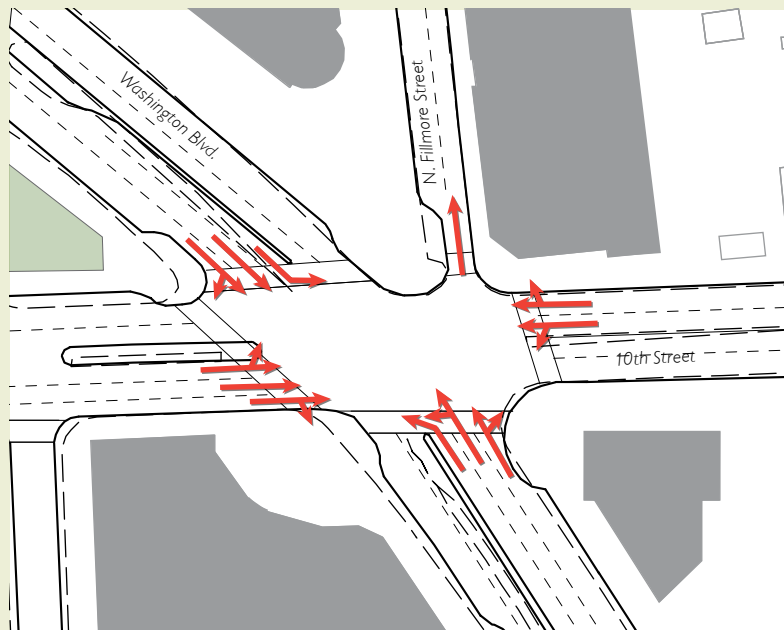
Reclaiming and reallocating the roadway allows the creation of a small pocket park west of 13th Street and a more attractive development block east of the intersection.

- - - Existing Curblines
- Proposed Curblines



## INTERSECTION IMPROVEMENTS: WASHINGTON BLVD., WILSON BLVD., AND 10TH STREET

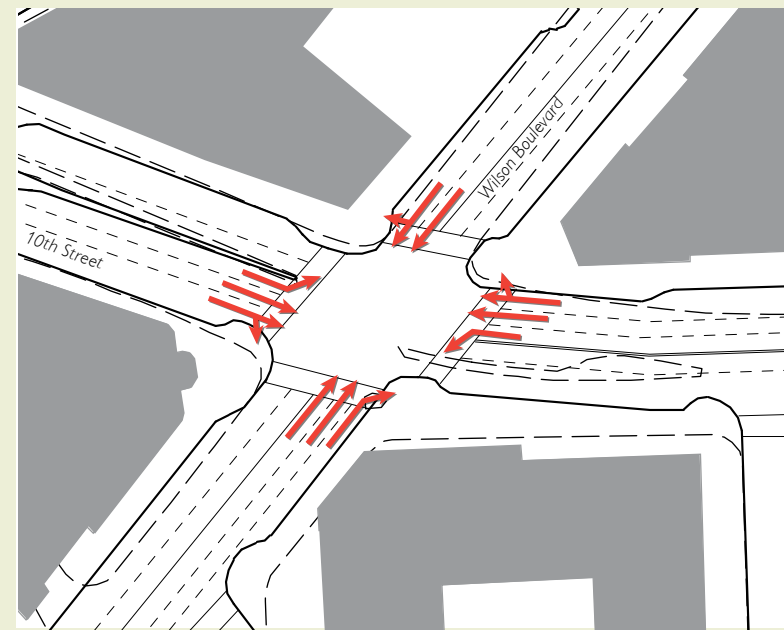
Figure 2.38



### Washington Boulevard & 10th Street

Roadway is recovered and shifted to the sidewalks to minimize pedestrian crossing distances. In addition, dual-left turn lanes from Washington Boulevard to westbound 10th Street will provide additional utility and help to avoid neighborhood cut-through traffic.

- - - Existing Curblines
- Proposed Curblines



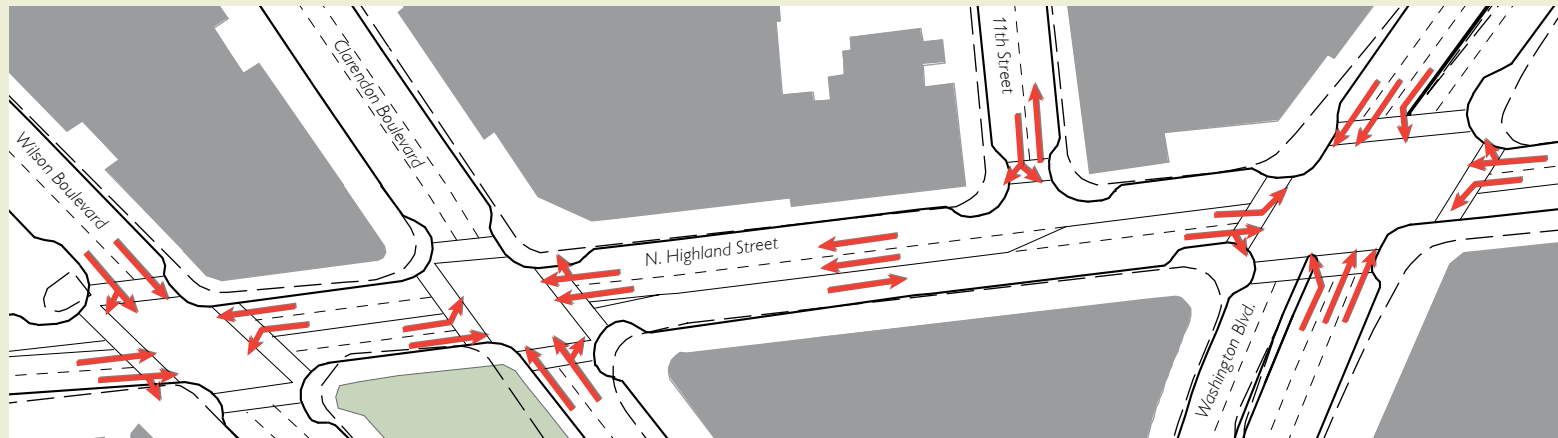
### Wilson Boulevard & 10th Street

The intersection of Wilson Boulevard and 10th Street is improved to minimize the pedestrian crossing distances by removing the free right turn lane from Wilson Boulevard onto eastbound 10th Street.



## INTERSECTION IMPROVEMENTS: WILSON BLVD. AND NORTH HIGHLAND STREET

Figure 2.39

**Wilson Boulevard & North Highland Street.**

The intersection is improved to align North Highland Street as it crosses Wilson and Clarendon Boulevards. This is achieved through the removal of the right turn lane (on Wilson) and island at the intersection through the addition of curb nubs and by a minor westward shift of North Highland Street in the block between Wilson and Clarendon Boulevards. Roadway is recovered and shifted to the sidewalk and plaza area for the block bordered by North Highland Street, Wilson Boulevard, North Garfield Street and Clarendon Boulevard which reduces the pedestrian crossing distances across North Highland Street and Wilson Boulevard. Space for more on-street parking is achieved by converting four travel lanes to two, with left-turn lanes, between Clarendon Boulevard and Washington Boulevard.

- - - Existing Curblines
- Proposed Curblines



used to create additional sidewalk and plaza area for the block bordered by North Highland Street, Wilson Boulevard and North Garfield Street. This would also reduce the pedestrian crossing distance across North Highland Street and Wilson Boulevard. Additional curb space would be created which would allow for more on-street parking in Clarendon's core.

**Washington Boulevard & 10th Street.** The intersection of Washington Boulevard and 10th Street would be improved to reduce the excessive pavement widths and minimize the pedestrian crossing distances. Similar to other locations, part of the existing roadway would be used to create additional sidewalk area. Consideration should be given to split-phasing the signal for Washington Boulevard movements to allow dual left-turns from northbound Washington Boulevard to westbound 10th Street without pavement widening. Dual left turns would provide additional capacity for this high demand movement and help to prevent neighborhood cut-through traffic. Finally, an overlap phase for right-turns from southbound 10th Street to eastbound Washington Boulevard would provide similar benefits.

**Wilson Boulevard & 10th Street.** Pedestrian crossing distances at the intersection of Wilson Boulevard and 10th Street would be reduced by converting the free right turn lane from eastbound Wilson Boulevard to eastbound 10th Street into

a conventional dedicated right-turn lane. Both eastbound and westbound left-turn lanes from 10th Street onto Wilson Boulevard would be maintained by shifting the eastbound median to the south and by removing the westbound median.

### Bicycle Travel

Extension of the existing, and development of new, bicycle facilities in Clarendon is recommended, including the designation of new routes and the provision of abundant, well-designed and convenient bicycle parking within Clarendon's commercial areas. (See Map 2.13) Specific recommendations follow:

- Reconstruct North Kirkwood Road, between Washington Boulevard and Fairfax Drive, to create space for bicycle lanes that link the existing bicycle lanes on Kirkwood Road, north of Washington Boulevard to the existing bicycle lanes on Fairfax Drive;
- Provide a bicycle facility to connect the existing bicycle lanes on Fairfax Drive west of North Kirkwood Road to those on Wilson and Clarendon Boulevards. The facility would include shared-use lanes on Fairfax Drive, east of Kirkwood Road, and an off-street bicycle-pedestrian path from the eastern terminus of Fairfax Drive to the intersection with Washington Boulevard;
- Install "Inverted-U" design bicycle racks, as per County standards, in highly visible locations convenient to building entrances in all the retail and

office centers of Clarendon; and

- Enhance bicycle parking at the Clarendon Metro station through expansion of additional weather-protected and secure bicycle parking racks and lockers.
- Upgrade the existing bicycle route on North Highland and North Hartford Streets with enhanced signage and on-street markings including bicycle lanes between Washington and Clarendon Boulevards.

### Transportation Demand Management

Transportation Demand Management (TDM) measures, consistent with County policy, are recommended for Clarendon. These measures would help influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient and sustainable use of transportation facilities along with other community goals, such as promoting access for all transportation system users, improving mobility and minimizing the negative impacts of vehicular travel. Specific recommendations include:

- Continue to work with the management of new Clarendon developments to implement the TDM-related site plan conditions and policies in effect and to provide funding assistance for the County's TDM program;
- Continue to work with developers to review

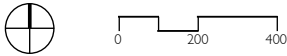
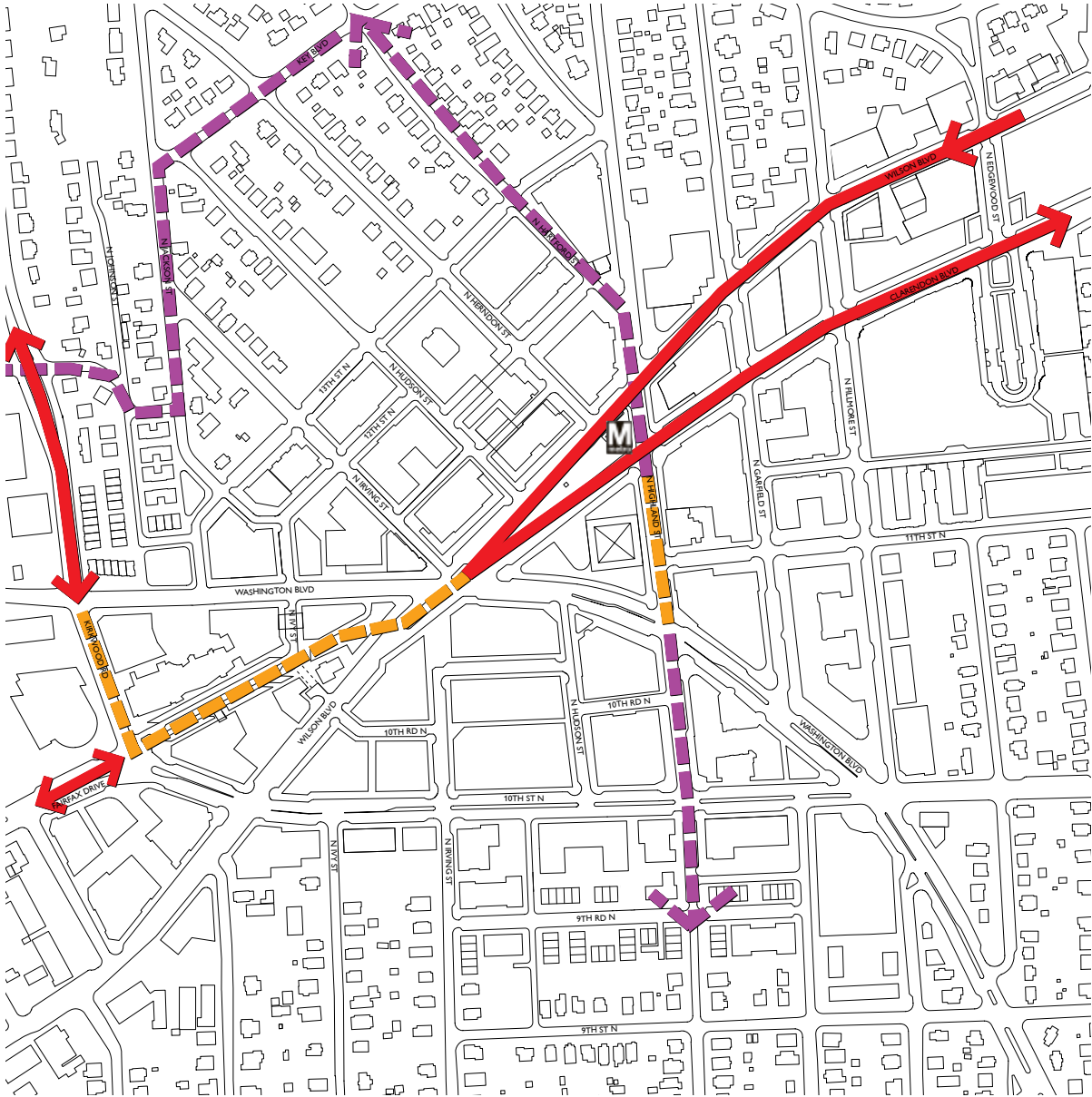


BIKE WAYS

Map 2.13

- Existing Bike Lanes
- Existing Bike Routes
- Proposed Bike Lanes/Trail

Note:  
Final location of bike route through West End Plaza to be determined.



site plans on a case-by-case basis to mitigate site impacts per the County TDM policy;

- Evaluate the provision of new traffic signals when warranted as part of future site plan projects;
- Implement planned improvements across Arlington for transit services, commuter services, and multi-modal transportation capital improvements;
- Encourage active participation of residential property managers, employers, and institutions in Arlington County Commuter Services programs such as Arlington Transportation Partners, The Commuter Store, CommuterPage.com and CommuterDirect.com;
- Enforce and monitor properties with TDM-related site plan conditions, including documenting performance of properties with TDM site plan conditions to inform future site plan development review; and
- Price public parking such that it reflects the costs incurred by the County and is comparable to the cost of travel by public transit.

### **Bus & Metrorail Transit**

The Clarendon Metrorail station provides convenient access to the region's public transit system. Access to Metro is primarily by foot and bicycle from adjacent residential areas and office buildings. Supplementing the foot traffic are three bus routes, Metrobus 24MP, 38B and ART 41 which provide service into Clarendon from other central areas of Arlington County and along the Rosslyn-Ballston corridor.

Daily ridership at the Clarendon Metrorail station has grown by approximately 1,600 persons, or 60 percent, between the years 2000 and 2006. The growth can largely be attributed to the recent opening of new residential and commercial developments within Clarendon and the addition of supplemental ART bus service. The Clarendon Metrorail station's close proximity to adjacent Orange Line stations, its lack of park and ride facilities and its somewhat limited bus service ensure that station usage is largely local in nature and dependent primarily upon quality pedestrian access. Bus service by both the Metrobus and ART systems can help bring transit riders to and from more distant neighborhoods, especially if improvements can be made to bus stops, information systems and routing efficiencies.

During an average weekday, about 8,500 passengers are projected to use the Clarendon Metrorail station. That level is only about 25 percent of the number of passengers that use the Rosslyn, Ballston or Pentagon City stations. Clarendon station has plenty of additional capacity to process many more passengers through its existing station entrance. Creation of a new multi-million dollar station entrance cannot be justified from a capacity standpoint. However, Washington Metropolitan Area Transit Authority policy requires all Metrorail stations to be served by at least two elevators to ensure service for disabled persons at all times. Additionally, a second elevator would improve access to the station from the west end of Clarendon.

During the morning peak (about 8:00 to 8:30 a.m.) capacity on the eastbound Orange Line trains is often reached by the time the trains arrive at the Clarendon station allowing little room for additional passengers. WMATA is currently working on ways to address the Orange Line's capacity problems. These programs include adding new rail cars to the Orange Line to enable the system to run more eight-car trains. In addition, some re-routing of Blue Line trains would occur to create additional capacity for trains between Vienna and Rosslyn, thereby creating more frequent

service (and greater capacity) along the Orange Line. In the long term, other measures are planned to further expand the line's capacity. Implementation of the long-term improvements is dependent upon WMATA securing significant amounts of new revenue.

Arlington County is developing a new transit service plan which will help to determine in what manner and where additional surface transit will be added in Arlington over the next two decades. Based upon the findings of that planning effort, new bus stops may be established and existing service may be modified.

Specific recommendations for improvements to the transit service in Clarendon follow (See Map 2.14):

- Construct bus stop nubs, with waiting areas and information displays, at all the primary Metrobus and ART bus stops in Clarendon including Clarendon Boulevard at Highland Street, Clarendon Boulevard at Edgewood Street, Wilson Boulevard at Fillmore Street, Wilson Boulevard at Garfield Street, and Wilson Boulevard at Highland Street;
- Install the County's Rosslyn-Ballston corridor standard design bus shelter at bus stops where space permits including Clarendon Boulevard at Highland Street, Clarendon Boulevard at Edgewood

Street, Wilson Boulevard at Garfield Street, and Wilson Boulevard at Highland Street;

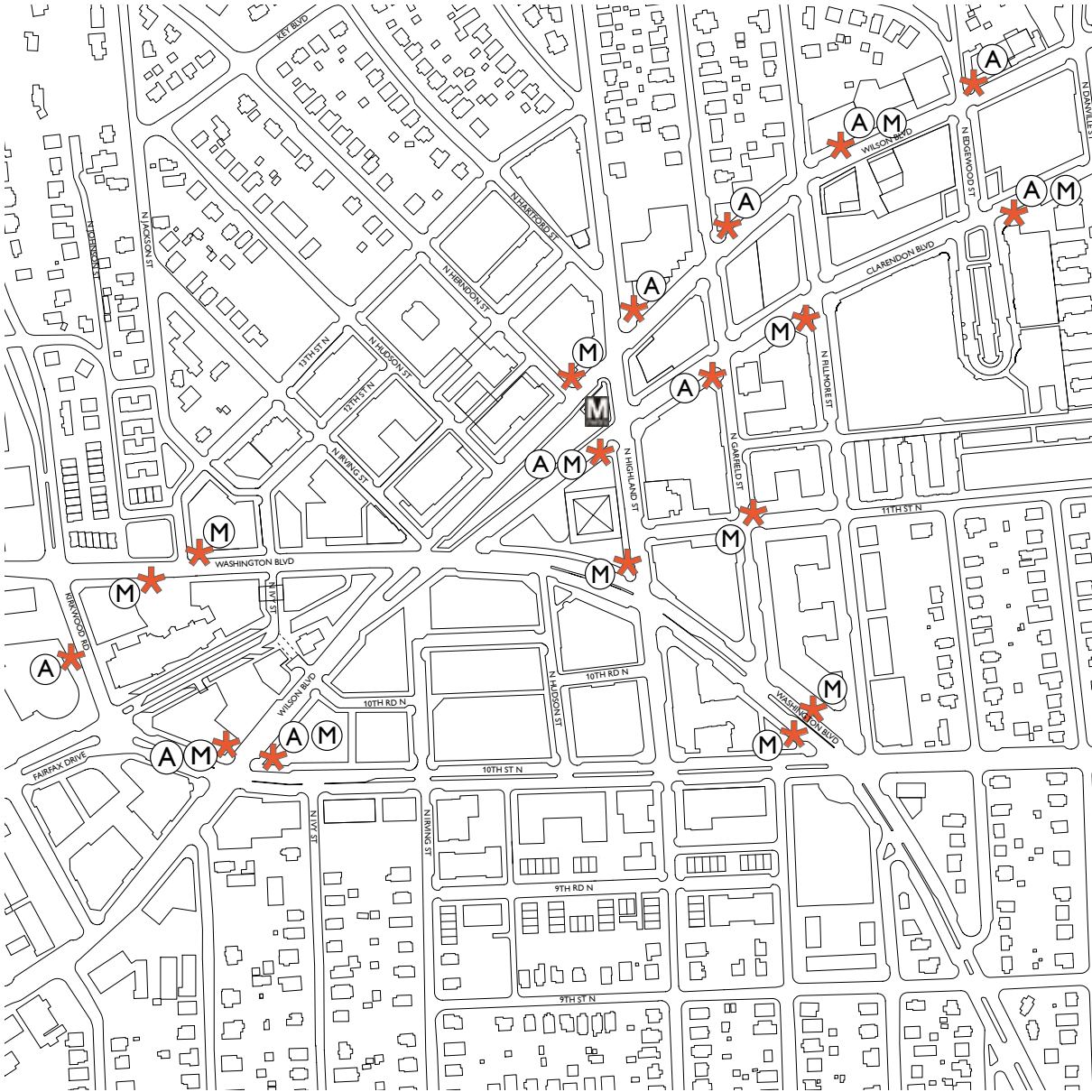
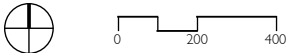
- Improve access to the Metrorail station with enhanced crosswalks, new ADA-accessible curb ramps, and a designated kiss-and-ride zone;
- Seek to reopen the existing below-grade, direct connection of the building to the Metrorail station, should a change in tenancy of the Olmsted Building occur; and
- Construct a second elevator for the Metrorail Station.

TRANSIT BUS STOPS

Map 2.14

- (A) ART 66 & 61
- (M) Metro 38B & 24MP

Note: On weekends, the ART 42 route replaces the 24 MP service.





## D.8 Parking

### *Policies for Parking*

43. Provide sufficient parking to meet realistic needs generated by the envisioned land use mix proposed in the plan.
44. Locate and design parking facilities, including access points, in such a manner as to reduce conflicts between vehicles and pedestrians along streetscapes and through the design readily enable pedestrians to reach parking areas.
45. Emphasize strategic locations of pooled parking resources enabling visitors to Clarendon to park once and walk to multiple destinations.
46. Include knock-out panels in underground parking garages in order to facilitate connections to adjacent parking facilities particularly where adjacent parcels are irregularly shaped or sized which could limit the viability of underground parking.
47. Price on- and off-street public parking to encourage efficient use, reflect the public cost of providing parking, and to minimize incentives to drive personal vehicles.

## Existing Parking Resources

Parking in the Clarendon station area is available in underground parking garages, surface parking lots, and on the street. Historically, on-street parking and surface lots supported the area's retail establishments, many of which were clustered along Wilson Boulevard. The availability of convenient parking for retail patrons has long been an issue for Clarendon. In recent years the situation has become more apparent as large-scale redevelopment began to occur in Clarendon and parking reservoirs disappeared as new high-rise buildings with limited access to parking garages were built. In order to find "free" parking, shoppers and diners circulate around some of Clarendon's streets vying for "prime" spots, or park farther from their destination, although those willing to park in paid lots still find sufficient parking for a few dollars per visit (or paid through validation). This is not unusual for an urban environment.

In 2004, the County conducted a parking survey of the Rosslyn-Ballston Corridor. The survey showed that there were 40 garages and lots in Clarendon, 24 in commercial or office buildings and 16 in residential buildings. These parking facilities contained a total of approximately 7,400 parking spaces. Only five of the garages are currently open to the general public. These garages contain a total of 2,180 spaces. The garage at Clarendon Square, located at 3033 Wilson

Boulevard, has approximately 500 spaces, the Market Common Phase I garage has 1,100 public spaces, the Market Common Phase II garage has 160 spaces open to the public, and the Hartford Office building garage has 380 public spaces. The newly opened Station Square project has 77 parking spaces available for daytime public use, and a total of 188 spaces available evenings and weekends. An additional 20 spaces are available, evenings and weekends, at the Thurgood Marshall School building off Wilson Boulevard and North Fillmore Street. Several other lots and garages are available to the public, however, they are limited to those persons conducting business on-site.

Fortunately, for the Clarendon area, the Arlington County Government occupies a major portion of an office building in Clarendon, 3033 Wilson Boulevard, and allows the public to access its parking garage during evening hours and on weekends without any per-use user fee. This parking will remain available to the public as long as the County occupies the building. Over time, knowledge of this parking garage has become more widespread and today, reportedly, it is commonly full or nearly full on evenings and weekends with retail and restaurant patrons. The provision of free parking within this building supplements the paid parking available at the other garages in the neighborhood and the on-street parking. In the future, the County may choose to charge a fee for parking to better manage this resource.

Today, the Clarendon area has approximately 750 on-street parking spaces. This number may increase as the remaining blocks available for redevelopment reconstruct their street frontages, as new streets are constructed, or as other street improvements occur. Parking meter use is enforced from 8 am to 6 p.m., Monday through Saturday. After 6 p.m., there is often competition between employees and retail and restaurant customers for the spaces.

In addition to on-street parking along Clarendon's streets, in the central core all redevelopment projects include underground parking to accommodate their commercial or residential uses. The Zoning Ordinance allows for parking ratios of one space per unit for residential uses and one space per 580 square feet of commercial use for projects utilizing the special exception site plan process. As an incentive to encourage the retention of existing or the attraction of new restaurants in Clarendon area, the zoning ordinance permits exemptions from parking requirements for these uses within 1,000 feet of a Metro entrance. Many restaurants have located in the Clarendon area due to this parking exemption; however, some recently approved projects have accommodated a small quantity of parking within the garages for retail uses.

Clarendon's largest concentration of retail tenants—at The Clarendon Market Common—has provided

parking resources for the Clarendon area above the minimum required parking that benefits the retailers within the project, and also provides parking that can be used for other retail, restaurant, and visitor needs. These two parking garages in the eastern end of Clarendon are widely used. In contrast, the western edge of Clarendon and the 10th Street corridor do not have large parking resources and could benefit from similar parking supplies when redevelopment occurs.

The Market Common includes 300 apartment units. Only 275 residents have parking spaces within the garage. Tenants are charged \$25/month for a parking space in the building. This “unbundling” of parking fees from unit rentals, along with the availability of other transportation options, discourages residents from owning private vehicles and minimizes the need for additional parking.

### **Parking Demand**

Land in Clarendon currently costs approximately \$5 million per acre. The approximate land cost for an on-street parallel space is \$18,000 and off-street surface parking spaces can be considerably more costly due to greater land requirements. The total capital construction cost for on-street spaces is approximately \$21,000 and can exceed \$40,000 for above or below grade parking garage spaces. With

these costs, it is critical that the County manage this resource in a fiscally responsible way.

Provision of parking in the Metro corridors must be carefully balanced with other fiscal demands. While the County has encouraged transit ridership and focused higher density developments within a one-half mile radius of each station, parking ratios have been reduced to encourage walking and transit use. This policy has generated much discussion during planning and development review processes and conflicts arise for employees, consumers, and residents alike. Some feel that parking in Clarendon is insufficient especially for short-term needs. Others point to recently constructed buildings where residents are not filling the spaces that were built under the requirements of the current parking policy.

Demand for parking space in Clarendon originates from three principal sources, each with its own characteristics:

**Residents' Car Storage.** Most households in Clarendon own automobiles and need a place to store them even if they walk or take transit to work on a daily basis. The 2000 Census found that approximately 94% of Clarendon area households owned at least one vehicle. At that time the percentage of multifamily residential units in Clarendon was substantially lower than in other sector areas within

the Rosslyn-Ballston Corridor. Elsewhere within the Rosslyn-Ballston Corridor the same census found that approximately 17% of households did not own any vehicles. It is expected that over time, Clarendon will more closely resemble the rest of the corridor in terms of auto ownership.

In general, households can be divided into three distinct categories with regards to the storage of owned vehicles.

- A small but growing percentage of area residents owns no cars at all (these households may seek access to convenient car-sharing resources, such as Flexcar or Zipcar, or not drive);
- Households who walk, bicycle, commute via transit or work at home commonly only need a car for weekend use, errands and or other related uses (some of these households may not need automobile storage, again using shared or rental vehicles, while others may be willing to accept some degree of assured remote storage several blocks away for owned vehicles, with access to short-term parking in their immediate buildings for drop-offs and errands); and
- Households who need to be able to store a vehicle as close as possible to their unit because they use it on a daily basis, have security and/or mobility issues, or are simply willing to pay for the privilege.

**Employee Vehicle Parking.** Regardless of the level of attractiveness of transit, a substantial portion of all Clarendon employees (whether working in office, retail/restaurant, or residential facilities) will arrive by car and will need a place to park for extended periods of time. Realistic parking accommodations must be made for employee parking. Anecdotally, it has been suggested that employees of retail, restaurant and residential establishments may use cars more often for arriving at work than long term employed office workers. This may be due to work schedules during times with less transit frequency. Failure to appropriately address the commuting needs of these particular workers results in three problems that impact the vitality of Clarendon:

- Employees utilizing short-term parking spaces (by meter feeding or repeatedly moving their cars) otherwise needed for patrons to retail, restaurant and/or office uses;
- Employee parking encroachment into bordering residential neighborhoods; and
- Employee recruitment issues for retail and restaurant establishments.

**Patron & Visitor Parking.** A substantial proportion of visitors (particularly first time visitors) to Clarendon's retail, restaurant, office and even residential locations arrive by car and need adequate supplies of short-term, conveniently accessible parking. Clarendon's stores and restaurants draw a high percentage of their patrons from locations within the region beyond walking distance. Many other Clarendon shoppers and diners arrive by transit or bicycle. There also is some parking demand by long-term guests visiting local residents. At build-out, Clarendon will need to provide adequate amounts of well located and always accessible visitor parking to accommodate these fluctuating needs and parking should be priced to reflect its true cost and value. Parking that is underpriced can encourage more Clarendon visitors to drive rather than use transit, bike or walk.

**Parking in Residential Neighborhoods.** The close proximity of the Metro core and adjacent single-family neighborhoods in Clarendon has led to overspill parking pressures, with commuters, shoppers, restaurant goers and apartment residents seeking to park on residential streets. On most of the residential streets, Residential Permit Parking (RPP or zoned parking) provides protection by reserving on-street spaces for residents. The enforcement hours for most of the zoned parking areas in Clarendon are 8 am to 5 p.m., Monday through Friday, but 2006 policy

changes allow for these hours to be extended into the evening. Residents have expressed that they would prefer that the hours of enforcement be extended later into the evening, but few have approached the County to initiate the change under the new policy. The principles articulated in this Sector Plan strongly suggest that the preservation of the single-family home character outside the Metro core is important, and should be maintained with regard to on-street parking (through zoned parking), regardless of the potential spillover demand.

## Recommendations

As in all other parts of Arlington, parking for Clarendon should be provided by two principal means: 1) through existing publicly-owned or leased parking facilities or 2) through privately-owned parking facilities. A more in-depth examination of the current and projected parking utilization is recommended with the goal of refining the parking ratios to best serve the Clarendon area. The following specific considerations should guide that analysis:

### Existing Publicly-Owned or Leased Parking Resources

This refers to on-street parking and parking in lots associated with various schools and other public facilities, including the two leased public parking

facilities at 3033 Wilson and the Thurgood Marshall School. In managing these resources the County should:

- Seek to maximize the physical number of public on-street parking spaces consistent with safe design by minimizing driveway cuts, converting excessive travel lane width, re-striping spaces and other measures that create additional spaces;
- Dedicate all available on-street parking in the core and the Transition Areas to signed or metered short-term, high turnover parking
- Consider extending the enforcement hours for metered parking to 10 p.m. for all days, as well as charging on Sundays to encourage turnover at the meters and to discourage employees from parking at meters;
- Maximize the after-hours use of the 3033 Wilson and Thurgood Marshall School parking facilities for restaurant and retail establishments' employee parking or, where compatible with neighborhood concerns, as short-term, high turnover patron parking;
- Increase the availability of convenient daytime, high-turnover visitor parking (particular during lunchtime hours) in the 3033 Wilson garage by relocating some of the all day employee parking to lower levels of the garage; and
- Limit Permit Parking zones to the "Residential Areas" only.

## Privately-Owned Parking Resources

It is the intent of these recommendations that, beyond the above stated publicly-owned or leased parking, all future increases in physical parking supplies will be privately owned and managed, but subject to regulations and agreements designed in accordance with the principles set forth below. An overarching principal across these strategies is that recommended Prime Office sites are important locations where shared parking for visitors to Clarendon will be sought.

### Existing & Approved (not yet built) Facilities.

Existing and approved privately-owned parking facilities in Clarendon would continue to be operated and managed in accordance with established regulations and requirements under the Zoning Ordinance and the conditions of any already approved and effective site plan approval documents and agreements.

In addition, the County, Clarendon Alliance and/or others are encouraged to work with the owners and operators of the existing parking garages to devise ways to better market, promote, manage and sign them to optimize the use of existing capacity, particularly for short-term, high turnover customer parking and retail/restaurant employee parking. The owners of the larger office and/or retail garages are also encouraged to explore ways of filling their garages



during overnight hours and weekends with the cars of local residents who commute elsewhere during the working weekdays.

**New Facilities.** As new development proceeds, the continuation of the existing Zoning Ordinance requirements is recommended for parking in new developments including existing parking standards for special exception site plan projects with several modifications for shared parking, small projects, and parking relief for preserved structures as follows:

- New projects should design their garages to maximize the use of their parking spaces over a twenty-four hour period. The parking spaces would be “shared” so that visitors of the proposed building(s) and the general public would have access to short-term, unreserved, high-turnover parking spaces during the hours not in use by the primary building occupants. The shared parking spaces should not be considered extra or additional parking spaces; rather, these spaces would be allocated from the total amount of required spaces for the total project based on the proposed uses. The parking spaces that are designated as shared parking would be calculated by applying the following formulas to the specific project and should be located on the first level of the garage closest to the street level:

- One space for every ten residential units, when there are at least 100 units, made available during the day from 9a.m.-5p.m.;
- During the day and evening hours, the following uses should provide shared parking as follows:
  - All parking for retail and restaurant uses
  - Any parking proposed for commercial office uses that exceeds the minimum requirement;
- Ten percent of the required commercial office use parking made available during the day from 9a.m.-5p.m.; and
- 70 percent of the required commercial office use parking should be made available for use by the public during evenings and weekends when the office spaces are not typically occupied.

Conditions relating to the operation, management and pricing of such shared parking would be issued as part of the site plan approval for the project and/or via a separate Parking Management Plan and/or Development Agreement with the County.

- Projects on sites of under 20,000 square feet in size are expected to meet their Zoning Ordinance parking requirements on site, whenever feasible. In instances where provision of such parking on site is unattainable, exceptions might be granted where up to 100% of the required parking could be located within 1,000 linear feet of the project site, with appropriate assurances to ensure the parking remains available for the duration of the project.
- Projects which include buildings listed for preservation in Chapter 2 may seek relief from meeting the parking requirements described in the Zoning Ordinance. As conceived, the measures for parking relief for such structures should generally include the following approach, upon further codification in the Zoning Ordinance:
  - The parking requirement for the floor area of full preservation required by the plan will be the lesser of: (1) the ordinary requirement under the ordinance, or (2) the amount specified in Table 2.2 as existing on December 31, 2006.

- The parking requirement for the floor area of partial building preservation required by the plan will be the amount of parking specified in Table 2.2, pro-rated by the ratio between the floor area preserved and the floor area of the original building.
- The County Board may choose to reduce the parking requirement for preservation of floor area within the identified buildings beyond the partial preservation required in the plan. In such case, the reduction may be equal to the lesser of: (1) the current ordinance requirement or; (2) the pro-rated amount based on the ratio of the floor area preserved and the floor area of the original building.

### PARKING SPACES ASSOCIATED WITH STRUCTURES RECOMMENDED FOR PRESERVATION

Table 2.2

<b>Block</b>	<b>Building(s)</b>	<b>Address</b>	<b>Estimated Parking Spaces</b>	<b>Approximate Parking Area (sq. ft.)</b>
1	Meat Market Building	2719 Wilson Blvd.	27	6,500
1	Bike / Garden Shop Building	2727-31 Wilson Blvd.	5	1,300
2	NTB Building	2825 Wilson Blvd.	35	14,750
3	All Buildings	2901-25 Wilson Blvd.	40	12,000
8	All Buildings	3125-41 Wilson Blvd.	30	5,300
10	All Buildings	3165-95 Wilson Blvd.	12	4,200
12	All Buildings	3201-25 Washington Blvd.	6	1,150
18	Clarendon Citizens Hall Building	3211 Wilson Blvd.	5	2,400
19	Kirby Garage Building	3237 Wilson Blvd.	8	5,700
24	USPS	1020 N Highland St	2	470
27	All Buildings	3016-28 Wilson Blvd.	0	0
30	Leadership Building	1101 N Highland St	0	0

**Notes:**

1. Existing spaces as counted through 12/31/2006.

2. The existing estimated parking spaces may or may not conform with existing zoning. In cases where existing spaces are non-conforming, the existing approximate parking area may be used in determining the preferred number of spaces within a conforming parking layout as part of the proposed redevelopment."

Source: Field survey conducted by Arlington County DES.

